

81

H. D. Johnson
Steamer City of Seaboard
at
Seaboard
Mass

77°W

10-9

50°56

21-25

Old Dartmouth
Historical Society



NBW 1449

GIFT OF

Cornville Valley Museum

2022.41

Writ in the dog
dog matches

Journal

Commenced in Norfolk, Va. by
Horace C Johnson

For West Indies
Sch. Elisha Gibbs

1882

Sunday, April 16th

Sunday April 23rd 1882

I left New Bedford the last day of March and turned too, to work, on board the three masted schooner Elisha Gibbs ^{in Providence} April 1st 1882. I found the vessel on the dry dock where she remained a few days after I joined her, She then loaded empty barrels for Norfolk Va. and arrived there "from Providence" after a fair run of 48 hours. We discharged the barrels at Portsmouth, across the river, from Norfolk and then came over to the latter place and commenced to load staves for Martinique and Barbadoes. We finished loading last night and towed down a little way and dropped anchor for all night. This morning we made sail and sailed down still farther and dropped anchor about ten A.M. Very stormy with rain

1882.

5

Tuesday, April 25th

1 day out.

Monday morning about four o'clock we got up anchor and made sail. Had fine weather and a good breeze all day yesterday, and was employed in securing deck load of oak staves. It was calm nearly all night, and I found that a schooner rolled much more and heavier than a ship. Cleared up fore hole and lazaret today. Light breeze.

Wednesday, April 26th. 1882.2nd Day

Light breeze all night, calm this morning and we have now a strong breeze from the south. Arrived on the edge of the Gulf stream at two o'clock this morning.

3rd Day.

Thursday April 27th 1882

After writing last night a whaler bore in sight and sent a boat crew off to us, she was the Sea Fox of New Bedford. They got the correct Log and started on their way again. They were bound home. About two o'clock last night the wind commenced to blow considerably hard and we called all hands and reefed spanker and fore sail and furled flying jib. Course S. E. by E.

Friday April 28th 1882.

4th day.

Wind so much moderated that we have again all sail set. Weather fine. Men employed in scraping bright work. The total crew on board is eleven and are as follows

1882

5

Capt. J. H. Woods	of New Bedford, Mass.	Page 6
Mrs. " " " " " "	" " " "	" 7.
Miss Alice S. Woods	" " " "	" 10
" Eva S. Woods	" " " "	" 17
1 st Mate Geo. Andrews	" " " "	" 30
2 nd " H. C. Johnson	" " " "	" "
Steward Dan. Murray	" " " "	" 31
A. B. Wilson Russell	Wage Head, N.C.	32
A. B. 2 nd Mate Tom. Dow	N. Carolina.	33
A. B. " Tom Gard	N.C.	36.
A. B. Caleb Towler	Wage Head, N.C.	36.

5th day. Saturday April 29th. 1882

Our distance today is 122 miles. Last night it was nearly calm, with heavy black clouds passing over. Today we have had a little breeze. Weather very fine. Going on course which is S E by S.

1892.

Sunday April 30th6th Day

Breeze sprang up from the southward at 10 P.M. last night and we have now a six knot breeze and head S E by E. Capt. Woods is a man about thirty years old and came to New Bedford when quite young and commenced coasting with Capt. Benson whose daughter he married. I find him to be jovial and treats me like a gentleman. 1200 m from Mar. Fing. unique

7th DayMonday May 1st

Rainiest nearly all night, but cleared pleasant this morning. Repaired two stay-sails and bent them today. This afternoon it was all hands on deck. Lat. 32° 51' Long. 61° 42' Dist 114

Tuesday May 2nd8th Day.

Looked very much like rain last evening as the sun went down, but the wind changed and then it cleared off beautifully. This morning heavy black clouds were lingering around the horizon as though it would like to rain. Very little wind.

Mrs. Capt. Woods is the oldest daughter of Capt. Benson who used to live on Allen street and was a neighbor of ours. She is an old school mate, she is very good natured and very sociable indeed.

Wednesday May 3rd9th Day.

Tacked ship last night in middle watch. This morning came in fair but had a squall of wind and rain this noon and has been cloudy ever since. Commenced this morning to go down. Course S.

1882.

Thursday, May 4th.

10 Days.

We are now working with all hands on deck in the afternoon watch. Commenced to scrub white paint. Strong breeze from E.N.E.

Friday, May 5th.

11 Days

Last night was a fine one and to day has been lovely but warm with light variable winds. The captain and mate doing some painting aft. Head gear all tared. In the gale we had we lost our fresh water pump over board, and to day I had to fill the cask with from the tank with hose and force pump

Saturday May 6th

12 Days.

A very fine and very hot day. Capt. mate and myself and one man painting

Sunday, May 7th.

13 Days.

We ought
now to have the St. Warden
but we have the wind from E.S.E.
but the weather is fine. A vessel
home ward bound passed us at
twelve o'clock today. Lat 24° 07' N.

Monday May 8th

14 Days.

Last night
we had a very strong breeze
and a very heavy sea from
S.E. Course S, passed back
of the westward. The
~~morning~~ was quite equally
but has cleared up pleasantly
and.

Tuesday, May 9th

15 Days.

Today
has been very fine and warm
I have been engaged in
painting our boat inside.
Mrs Wards slipped on
the noon and fell. She bruised
her back considerably.

16 Days.

Wednesday, May 10th.

Last night was quite cloudy but we carried all sail through the night. Alice S. Woods the captain's eldest daughter is about six years of age and is a quick, smart, little girl. She is a cripple as father has been for she is now sitting in a chair. Her ailment was quite unusual. Of course she is humored a great deal on the above account and that makes her fretful at times. Course S. passed the vessel bound north. Expect to be in tomorrow.

Thursday, May 11th.

17 Days.

Last night we had cloudy weather with some little rain. At eleven o'clock P.M. we hoisted up on the wind and at one o'clock A.M. we backed ship again. At three o'clock we called the captain and then we

Sailed off for port. Sighted land
 at day break and which proved
 to be the Island of Martinique
 and reached the town of St. Pierre
 about dark. The island is a
 high mountainous one. and as
 we sailed along by it, I thought
 it one of the most beautiful
 ones I ever saw. The sugar cane
 fields and enclosed by green pas-
 tures was a picture in its self.

We dropped anchor and
 then got a line ashore and
 hauled the ship ashore, so that
 we are now moored both
 and strong. The people here
 are mostly black, and ~~talk~~ talk
 French. The pilot, doctor, and
 some others are all white and
 colored. The town of St. Pierre
 shall have to wait while we
 are at anchor.

1882.

St. Pierre, Martinique, W.I.,
at anchor. Vm. Eliza Gibbs

May 12th. 1882.

Had a good sleep last night in spite of the extremely warmth, & in morning "turned too" about half past five and washed down aft. We lay in shore on rather beech, quite close and I was rather surprised this morning to find see so many women in bathing. They go in in their night dresses, and stay ten or fifteen minutes and then come out and stand in some old boat - something and dress for the day.

We commenced to discharge our deck load of stone this forenoon. The crew puts them in lighters, which takes them ashore.

1882.

73.

May 13th.

after breakfast and took the
 motor place trolley. The American
 Consul's wife and son came visiting
 today.

Sunday, May 14th.

I went
 marketing with steamer this morning
 and saw some enough. They
 had shark, flying fish, and parrot
 as fish, and I think it sold
 readily. The captain, wife and
 children went to ride this after-
 noon. I took a little walk
 this after-noon and found a
 sort of park, where people of
 all description came to cool off
 and enjoy them self. They
 had the revolving rocking
 horses and young and old
 got on them to ride. It
 looked comical to see large
 black women go around
 two feet on them.

1882

Monday, May 15th

It rained considerable last night - and
but we have had a pleasant
day. We have got our deck
load of stores all ashore now.

Tuesday May 16th.

Wednesday May 17th

Last night
the St. Paul and I took a little
walk ashore. We went up
on the market square and
it seemed as if all Belgium
was loose. They were having
a thanksgiving dance. One crowd
of women were swinging torches ~~and~~ and
dancing to the tune of a drum
made from an old barrel, which
the drummer play by sitting, saddle
legs on. There were other crowds all
making a great noise in different fashions.
We're getting out stores in a very
difficult way.

1882.

115

Thursday May 18th.

Today has been some kind of a Holiday here and the people do not work. The bells have been ringing all day. We have been getting stores from the lower hole.

Friday, May 19th.

Today we have got out more stores than ~~ever~~ any day before, About 17,000 thousand. I purchased a keg of tamarines this evening.

Have had two men from the shore helping us today.

Saturday May 20th,

I must say that I am thankful that this is Saturday night for I am tired indeed, quite sick of stores. An English bark arrived here to night. One of the lighter men stole some stores today but we got them back, ~~against~~

Sunday May 21st:

This is our second Sunday in St Pierre Martinique. W. I. and it has been a day of rest to us indeed, for we were all pretty tired throwing slaves into the lightning. Slept out doors last night and had a comfortable sleep. Only two of the men went ashore today and they stopped only a short while.

Eva S. Woods is the Captain's youngest ~~daughter~~ daughter and a nice little girl of two years. She has blue eyes and light hair, while her sister has dark hair. She is a great favorite of mine and takes to me mightily.

1882.

17

Monday May 22nd.

Got out

some over sixteen ^{thousand} staves today.

The Fall River schooner James Brown finished loading today, with sugar for New York. Have had six men from shore on board discharging staves today.

Tuesday, May 23rd.

This is

the twelfth day in St. Pierre, Martinique. W. S. and the last for we got up anchor this afternoon and hauled off to a buoy and started to sail this evening. Our last load of staves left the ship about noon. We were afraid they would not hold out but they over ran several hundred. We still have over half our cargo to discharge in Barbadoes.

12th Day in St. Pierre Martinique
W. S.

1882.

Wednesday May 24th

Passage from Martinique to
Barbadoes

one day

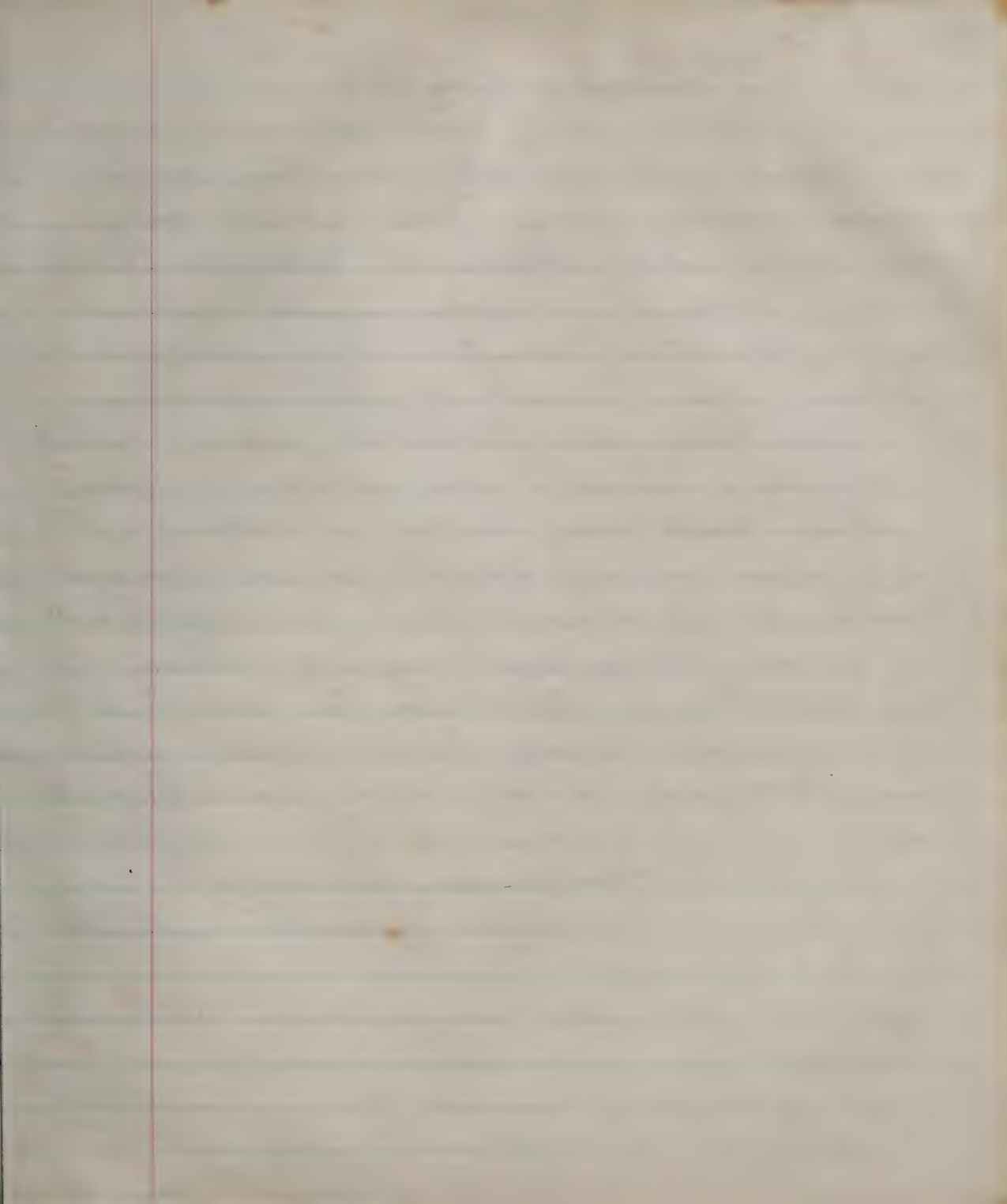
Last night we let
go - buoy and drifted off shore
made sail as soon as possible
and by half past nine, one
watch more, able to go below

Today have been clearing
things up. The island of St.
Lucia or Lucious is about
ten miles off on our lee
bow and we have been
try-ing to beat by it all
day.

Thursday, May 25th

2nd day

Last night -
was considerable equally but mostly
rain, Today is fine. I have just
lashed a cask of water and covered
the lashings with canvas and
painted them. Dead wind.



Friday May 26th

Last night we had moderately weather, and carried away our fore and mizzen gaff-top and sheet. We sighted land about noon and about half past four p.m. we dropped anchor in front of the island of Barbadoes. There were twenty or thirty head of steradoes talking to the captain all at once. They were all black and most inclement fellows. The mate had to use force on one of them. The captain told him to go, but he would not, but kept up his noise. They all talk English here.

~~Saturday May 27th.~~

1843.
Bridgetown, Barbados, W. I. 27

May 27th

1st Day

Today we put up the awnings and done various jobs. There seems to be a breeze here all the time, which makes it cooler than Martinique.

2nd Day

Sunday May 28th

A strong breeze blowing and the vessel rolling considerably. Went ashore this forenoon for a few minutes and found the place decidedly English. Picked up a few shells on the beach and came on board again. Also visited the Provincetown whaling schooner Gay or Gail Phillips. Wrote letters to F. A. J. and R. A. S.

3rd day.

Monday, May 29th.

Again we have commenced to discharge our stores. But here they have large lighters instead of small ones as in Martinique. I boarded the whaler again today, and also was ashore for a few moments.

1882.

Tuesday, May 30th.4th Day

Tonight - I feel tired and cross. I was up this morning some before five and turned to soon after.

It has been blowing and the vessel has been rolling, so that we have had considerable trouble in loading the lights.

5th DayWednesday May 31st.

Have been handling staves quite lively today. Think I will go ashore a few minutes this evening.

6th DayThursday ~~May~~ June 1st.

It has been raining hard all day and we have discharged only ten thousand staves.

This afternoon we ran out into another vessel as we both were swinging around. And this evening as a bark was coming in, she swung right along side.

7th DayFriday, June 2nd.

Our stores are pretty well out now. A strong wind blowing today. I have today bought some black cloth for clothes to be made from in America.

8th DaySaturday, June 3rd.

Only one lighter of stores gone today.

The American bark "America" arrived today. We used the force pump today in washing down, for the first time in a long while.

The sailors and the black fellows in the lighters are in one continual row all the time.

9th DaySunday, June 4th.

Weather fine but windy. Got up early this morning and did quite a washing and they dried in a very short time. Several vessels came in today.

1888.

10thMonday, June 8th, 1888.

It has been raining all day, but we have made out to load three lighters with stores. This afternoon ~~one~~ Mr. Andrew, the mate, got into considerable trouble. It seems that he told a man in the lighter to stop throwing out stores, and he would not do as he was told, when the mate jumped into the lighter and was going to stop him, The man picked up a stone and made as if he would strike him, when the mate drew a revolver and made the man drop the stone. The man had the mate arrested for carrying concealed weapons and the American Consul went his bail for twenty-five pounds.

1882.

11th day Tuesday, June 6th.

Wednesday June 7th

^{we} up anchor and sailed for Martinique about dark, and arrived here this noon. The mate got through his scrape all right and it did not cost him a cent. We had a terrible time with the anchor and wind-vast last night. Mondla broke, and the anchor was foul.

We have two passengers on board, named

S. J. O. O'Leary, of Barbados late of U. S. Consulate, Bridgetown. Barbados, and his fiancée Miss Minnie Archer, both of whom are going to N. Y. City.

St. Pierre
Martinique
Thursday 8th 1882

One day

We started
loading our sugar today, the
men from shore doing the work.
All hands got up early
and rigged the tackle for
hoisting and by half past eight
or nine, we were able to take
in our first cask of sugar.
Mr Woods and the passengers
went ashore and brought me
off a nice lot of wild leaves and
flowers.

Friday June 9th

Have been
painting outside today, with what
green paint we could get.
Weather very warm indeed.

1888.

27.

Passage from Martinique to Philadelphia

Sunday, June 18th

1st day.

Last

night we up anchor and started on our voyage. This book and the mates also has been to the U. S. Consul's office, for some time to ~~very~~ settle a dispute in the time of our departure from Martinique when we went to Barbados. The same night a boat was stolen and they thought it was some of our crew.

Monday, June 19th

2nd day.

Strong breeze

all last night. We bore too four or five hours to wait for day-break and then passed by several of the W. I. islands, St. Kitt among the number. Now the waves are carrying us along finely. Miss Archer the passenger not over her sea sickness yet.

1882

2nd
 Tuesday June 20th
 Last night
 was a little squally. Furled the
 stay-sails. The men employed
 in ~~trimming~~. Miss Archer still
 unwell. The molasses drains from
 our sugar in the hold, and mixes
 with the salt-water and fer-
 ments or something and creates a
 dreadful smell. The white-paint-
 work in the mate's room has
 all turned black and the stench
 is so bad that he has to sleep in
 my room.

Wednesday, June 21st.
4th day. More moderate weather. Miss Archer somewhat better but still weak.
I have been employed fixing up the miller rigging. Mr. Benson watching over my shoulder which accounts for such horrible scribbling.
Bourse N.W. of N.

1882.

Thursday June 22nd.

Still lighter
winds and growing some-what variable
We are now having watch and watch
again. The eption eight Mr Ind-265
10222g list night. Mr Cleare taken
suddenly with the chills and fever. 25th ^{hot.} 26th ^{long.}
Commenced our white painting, for ward
today

Friday, June 23rd

6th day.

Mr. Cleare
considerably more than yesterday. He
is very feverish. Wind lighter
than yesterday, being all but
calm. A steamer crossed our
bow this after noon bound west.

Saturday, June 24th.

Weather
same as yesterday. Mr. Cleare
much better. The vessel is
now all painted in side with
white and blue.

1887.

Sunday, June 25th8th Day

Our light

winds are growing variable.

A bark crossed our ~~bow~~ stern going S.E. Mr. Geo. B. Andrews, our mate, is late captain of the three masted schooner / / Bickerman. He is a tall strongly built man and ~~has~~ is exceedingly good natured. He and I get along very nicely together and never have had any words.

He has light hair and gringer side whiskers.

He is a very competent man

Monday, June 26th9th Day.

We have

a strong S.W. breeze and are going along lively enough. Our painting is all finished and we will now commence our

to scrape our bright work. A bark passed our bow this afternoon bound east.

10th dayTuesday, June 27th 1882.

Last night

we had a very strong breeze and a very disagreeable cross sea. We rolled and pitched about in a most fearful manner. It has moderated down considerably now.

11th dayWednesday, June 28th

Calm all

last night. This morning a light-breeze sprang up from the southward and now we are going five or six knots with the wind S.W.

Mr. Mowry our steward is a very old acquaintance, being in fact a neighbor of our family for years. At one time he was on the New Bedford Police force and we small boys were terribly afraid of him. He is a tall man, and a man with a very bad temper, but, I think, under his control. He lives in New Bedford with his wife, and two children, a boy and a girl.

Thursday June 29th. 1882

12th Day

Early last

evening it looked very black and the lightening was as bad as I ever saw. ~~It~~ We took in all light sails, but by twelve o'clock it had cleared off splendid but with no wind. Several sail in sight. Russell one of our four men is the most experienced of either of the others, but is by no means the best man. He is about twenty-one and is inclined to old sailor ways. He, poor fellow has no education, but I believe can read and write.

Friday, June 30th

13th Day

I am suffering considerably with tooth ache. Last night sighted Whale Head Light which is on the North Carolina coast, and is twenty five miles south of Cape Hatteras and Henry. We are now sailing along the coast with land

1881

33

plainly in sight. We varnished our decks to day. Thomas Don is also a North Carolina boy about twenty-two years of age and has the best education of the crew, but very dull as to sailors duties, but I think, tries to do his best. He is medium height and is sea sick in the least rough weather.

In addition to our crew on page 5 we have now

Miss Meari Archer	of	Barbados
Mr. E. J. W. Cleare	"	"
Louis Gaston	"	Martinique

Saturday July 8th

Sailed up between Capes May and Henlopen last night - and anchored off Philadelphia this eve. early.

At Philadelphia. 1888.

Sunday July 2nd. Had all night in last night, but rose at four o'clock and washed and dried some cloths before breakfast. Wind strong, and weather cold, for this season.

Monday July 3rd. 1888.

The important event of today was our docking late this afternoon, and the paying off the crew.

Tuesday July 4th 1888.

Our glorious fourth was spent very quietly on board ship. The captain had considerable company on board and if it were not for that, every thing would be very quiet. Mr. Andrews and my self went up street for a few minutes this evening but found every thing dull.

Wed. July 5th

Raining this morning so we had a good time to scrub our paint work, Mr. Andersen and I.

Went ashore a few minutes this evening with Louis to make a few purchases. Gard, Thomas Gard was the best man we had on board ship of the crew. Though no sailor he was quick to learn and tried his very best to do right. He was strong and able. Was in my watch and I liked him very much. He was only twenty two or three years of age.

Thursday, July 6th.

Working on the sugar, discharging lively enough.

I started a straw brocket, to pass away the time. Went ashore a few minutes this evening with Mr. Andersen. He bought a quart of ice cream and brought it aboard ship and we had quite a treat.

1882.

Friday, July 7th.

Today, the last
 cask of sugar went ashore, and
 men aboard discharging some ballast
 and others cleaning or washing the
 hold out. I have been below
 decks looking after the work most
 all day. Caleb Tomlin was the
 tallest of our four men and one
 who tried to be the bully. He never
 was much liked by any aboard
 I don't think. He was from N.C.
 and a real southerner.

Saturday, July 8th.

This morn-
 ing we started in the hold
 to clean up and by ten
 o'clock she was all washed
 out clean. and we took a tow
 boat and by half past eleven
 we were at Port Richmond under
 the coal shoots taking in coal
 and by half past five p.m.
 we were loaded ready for sea
 and started from the dock about

1883

eight o'clock p.m. We towed until³⁷
about half past one when we
dropped anchor.

Sunday July 9th?

Got up
anchor this morning about seven o'clock
and the tow boat started again
with us down the Delaware co.
and kept us a going until
twelve o'clock when we commenced
to make sail and the tug
boat left us. This time we
have one passenger Mrs Douglas and her
two year old baby

Monday July 10th

Passage from Philadelphia to New Bedford.

one day.

Dropped anchor last night about nine o'clock and this morning at four we hove in again and started on our way, and now "dog watch" we are some ways from Cape May sailing up the Atlantic coast with a splendid southerly wind. Men employed in scrubbing paint work. Painted our yawl boat this forenoon. Weather clear and fine.

^{Page 33}
^{Our passage} Miss Archer was one of those hot tempered young ladies that come from no part of the world except those southern climates. She and I was very good friends, but not so with all on board. Being vexed one day with her lover "Mr. Cleary" she told him that she would kill him should she ever see him walking the streets with another lady.

1888.

39

Tuesday July 11th. 1888.

2nd day
 Last night we had the same strong breeze that we had yesterday - a little more moderate today but still a nice breeze. At about five o'clock we passed Block Island

^{Page 33} E. J. Lo. Cleare is a native of Barbadoes of English parents. He has been a clerk for the American Consul at Barbadoes for eight years, and now with his intended wife has gone to America to seek his fortune. He was calm and moderate and perhaps lazy. He was medium height and about 35 years of age.

He was in my debt twenty cents and in the captain's and dollar and forty cents when he left Philadelphia for New York.

He being so flustered he may have forgotten it. But I am inclined to think he was derelict.

The following year in
May - 1853.

Black Island

Fall R to N York
 until I do
 the rest can be
 to the

Personal B. R. R.
 of the

Steamer City of Fitchburg
May 23rd 1883.

St. C. Johnson's long

It is now some time since
I wrote here and since my
last writing I have been in
New England on the Cuba
Line and I have been down
until Dec. when ~~we~~ went
to Fall River and joined
the Steamer City of Fitchburg
with a crew of men and
New York I stayed there
until the boat commenced
to run between New Bedford
and New York which is now
some three months ago.

The day is the 4th
opening of the great New
York and Brooklyn bridge.

Yesterday and last night
the people of both towns had
a great celebration, in fact -
a great holiday.

Tonight I was Nye and I
 wanted to go across but the
 crowd was so great that
 we concluded we would wait
 until some other night.
 The bridge is lighted up with
 electric light and looks very
 nice from our boat.

May 26th 1883

May 27th 1883

This morn-
 ing about five o'clock we
 awakened by hearing some of
 the men talking about
 "rudder being gone" and turned
 out to see what the trouble
 was. I saw the steamer "Black-
 Ballmore" and Prov. line
 with her rudder and rudder
 post gone. We ran close
 enough to her to take her
 name and could see Dutch
 Island where she dropped anchor.

arrived in N.B. about even
o'clock this fore noon
and went out to the
15th of April 1905
now my day of 1905

May 4th

The evening we had a very
early morning in our regular
cabin for sailing today
we have Memorial Day in
New Bedford.

May 30th

Spent the afternoon in the
company of the friends of the
and went to the Virginia side

June 4th 1883.

~ spent yesterday
at home. To day I finished
a hammock for Loc 7 Loc 22
and it is a very nice one
and made from barrel staves
cost me sixty nine cents only
Charles Nye one of the
deck hands was discharged
yesterday, Reared 1 letter
to L.A.D. and 4 to L.F.T. and
1 paper to L.A.D.

June 11th 1883

Since writing last
night Mr. Davis has not
yet been home, but his
name was at Mr. Seaford's
and the people say a new
crown the great Brooklyn one
is a grand thing and

some people would like to consider
such an immense thing
these came over from
the Lewis & Clark River
to see and the same day
from the Lewis and Clark
River with him to see a
great number of people.

June 21st 1813

Last Sunday

Mr. Bibber and I went to Horse
Lake. Mr. Bibber is father of
and male of the Lewis & Clark
has been a nice day with
some breeze from N.W. The
yacht is at the all stored
out for a sail today.

very much
I have been thinking of you
and hope you are well
and happy as usual

Love and the best
compliments and expect to hear from you soon

My dear Mr. [unclear]

Thank you for the letter of the 10th inst. and
the story of the [unclear] [unclear]
which she is an [unclear] [unclear]
and [unclear] to the City of [unclear]
I am [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear]

271

Went out last Sunday

and worked up and

took in 11300

and said

When I came to

and stood all night

some home in the morning

some carriage at the

and the car can get

in several people I can take

Took Lucy to
camp meeting

THE NEW YORK STEAMERS.—Steamer
City of New Bedford arrived at this port
this morning from Newport, having been re-
painted and thoroughly refitted. She takes
the place on the line while steamer City of
Fitchburg is repaired at Newport, where
she arrived last evening from this port.

Thursday Sept 11th 1885

Spent most of the day at
Sunday, probably, and in
the evening some
one began to come in
morning about 10 o'clock
in some. We did not
begin to get out very
We had a very
pleasant time with him

Friday Sept 12th 1885

and we
at the school in the
school is in the
Thompson the Captain
and we
to see the
about for
and the
the

Monday Sept 20th 1913

Left at 10:30 am for about
an hour in the river reached
a point of the river where
the 2nd No. road is the
Fitzburg road about at 10:45
with the latter for N. Island
about 1/2 way through
and change for
again about 1/2 way

Emigration Day

Harvard

Saturday Dec 1st 1893. 4:15 PM
Great left New York today clear
and cool and clear. Left
and off on a vacation and
the weather the pilot the
place. Great Monday was
excursion day in the park
and all the preparations
for a grand time and the
rain was so heavy that
things did not go off
as was planned.

Great Thursday was a grand
excursion day and the "Hunting"
day over in New Bedford
and took dinner home and
made a visit to Grandmother
and Susan and went to see

The sky in the west
has looked so very red
for some hours and the sun
went down looking the best
and in the evening
the moon came the silver
was seen for hours

58

Mr. Sutton and myself
went to the Fair Hill Theatre
last evening.

— Sunday 10th Dec

St. City of Fitchburg, Vt. to N.Y.
Dec 11th 1853.

Since the last writing
we have had several snow storms
three in one week, and quite
heavy ones. John Canella a Finland
and a deck hand here on the boat
made a mat by my instruction
out of mosses, and put
it up in a raffle and Andrew
Loock won it. We sold it back
and Johnnie put it up again
when Mr. Diamond the second
mate won it.

Last Thursday night and all
day Friday we lay in New Bedford
and waiting for the wind to
abate.

Today Dennis ^{one} ~~two~~ of New York
and men boy here on board
got this sickness.

Mar 2nd 1854

Shore
Gale

to
change

Jan 20, 1884

Jan 20, 1884

Last night we saw some
right of the water so far the
wind blew with terrific force
from the westward, and the sea
made clean sweeps over the boat
and it would often freeze and
this morning we were all
covered with ice. It was
very cold indeed.

Monday Jan 21st 1884.

At we
were leaving the even before this
in the afternoon we saw a few
dead bodies laying nearly exposed
on the deck the the tug boat
King. These were nine in all
two women and one man,
and they were a very small
part of the poor drowned people
over ninety in number that went
down in the steamer City of Colum-
bus last Friday night.

-50- was a terrible disaster. For partic-
ulars see my book "Marine News"

Pillsbury ->

Tuesday Jan 29th 1874

From Capt. [unclear] [unclear]

Cy
H
H
H

Our [unclear] [unclear]
Kerley had a mess with Dick
David [unclear] [unclear]
Royer and son [unclear] Richard
[unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear]
[unclear] [unclear] [unclear] [unclear]

Wednesday Feb 1st

2
H
H
H
H
H

A young man
by name Jerome ~~Edward~~ Mc Donald
of Portland, Me. took a large place
within the [unclear] [unclear] [unclear]
from Portland, Me. and today
he left and went home on the
Steamer "Franklin" and now
Mc Donald is here in his place
in good. Very large [unclear] for
the last few days.

Thursday Feb 14th 1878

We have been detained by fog all night and part of today, so noon has little time for the end of clearing off. For over two weeks we have had fog weather but we all ways managed to get out on our regular times.

Left Reed one of the deck hands, of the ship left on Monday.

Sat. Feb 23rd. N.Y.

Yesterday here in New York, was a holiday and even things seemed very quiet. There was also a great funeral that of Capt. Alton and some others that were with him in the "Leander". He died of pneumonia.

Our cook "Mac Donald" seemed very nervous yesterday. He told me several times that he felt just as though something was going to happen.

MacDonald's Birthday

February 23rd

Last night he went on board the
 steamer "Elenora" across the dock, and
 found her all well, and this morning
 he seemed much better. At
 nine o'clock this morning a young
 man from the Portland dock brought
 him a letter. He glanced
 at it and saw the words "Dear Lister is dead" and
 then he ran on the dock and
 took the train for Portland. We
 had a very agreeable
 suspension when it
 arrived at the dock.

Capt. May
 1898

Friday Oct. 29th. 1898.

Last night we have had this winter
 we left the dock about four
 and it was very much from the
 H.W. at the time. It went
 along nicely until we got to
 Watch Hill Light where the wind
 changed a little to the westward.

Cold water
down

Long
Tide

and it commenced to blow
a gale and we pitched and
dove into it at a great
rate. The man was in
the boat - I arrived in
New York this morning, but
we were covered with ice. The
men had a rather cold time
in beating it away from the
anchors and side lights. The
starboard side light - I did not
take down until after dinner
on New York. This is the coldest
day of the year.

I went over to the Cunard
S. Ship Co. to see about my box
that is coming from England

Friday March 7th 1894.

We left at 10:30 for Bayport and were
about nine o'clock and then
at 1:30 we lost one of our fans
from the propeller and we finished
the trip with two more blades. We
are now waiting for orders

Saturday March 8th 1894

Left Monday - received a letter from
Samuel Simpson, that he had been in
the 1st. everything was in good condition
and we came to town and found
Simpson with a letter from the
Lord last Saturday and went home
Monday. Last night we had a
great dinner and gave a party
with were Bob Black and John Black
which came off second best
which was a great success and
good, as it was a success.

There is a man in town
who is having a great
success.

... the ...
Last Wednesday evening
we were delayed here until about
five o'clock on Friday. At that time
the ... a little ... and ...
the ... and ... nearly
reached ... when it ...
again a thick fog, and at
the north end of Blackwell
Island several steamers and ...
... a ...
and in ... and clearing
the ... the ...
... on shore at Astoria
The ... very lightly ...
... the gas works and
... cold water we ...
... up on shore, but
the ... was not ...
... too long for the
... with the tide and
... into ...
and we ... and
... in ...
... of ...
... in ...

- 154

2000 - 2001

We are also

Monday, June and then direct for
Long Island via C. C. & S. Co.

The captain and I have
beginners in some Reproduction.

—The Budget of 1871

Paul Hull was discharged, for being
middle to the bon-malchance. He was
the "Peggy" who was in the
He was only a young man and
is soon to be married. He was on
the Abolition some time and then
came on this boat. We left the
Lagay day, clock talking, at
four o'clock and got to the
at "midnight" and arrived
at three o'clock yesterday
afternoon.

N. Y. May 1st

May has come
in with very nice weather
for a commencement. The face
of the week is the Madison
Genuine machine match.

Madison
Match

to make

Mr. Bibber went home last Monday
on a weeks vacation. Last Wed. 3
bags of corn 42 fresh mackerel
44k 4th m 44 NB 44 open like
4n. Made 2 or three

~~At~~

Monday, May 5th 1884.

at Pite
mills
J. Silvia left

Yesterday I was
45th to Risselle Mills and while
there the woods took fire and the
wind being strong from the
south ward - we soon had a
large fire. I went up on one
of the large rocks in the evening
and saw a grand sight.

Capt. Thompson
timed to
light ship

Loc. Silvia left today.

We towed Capt. Thompson
down to the Light Ship this
evening. He was mate of
the Triumphant - the first three
years I was in her, also
worked in the Mr Washington
Glass Works in New Bedford
at the time I was there

L. I. Sound May 10th 1883

of the "Alert"

The "Alert" Commander Coffin, the last of the three vessels fitted out for the Greek relief expedition sailed from New York today. The other two vessels were the "Bear" and "Thetis".

Grant's failure

The talk now is Gen Grant's sons failure in business involving the Gen's property also.

loss of the St. State of Florida a couple of miles ago

The St. State of Florida and a sailing vessel collided at sea a few days ago and over a hundred lives lost.

Tonight - Wind strong N. W. Weather fine

Thursday May 10th

We have just started from New Bedford. By Grant's & Wards terrible failure a great many firms are failing.

Wed May 21st. 1884.

Today is very
warm. The sun is out and we have had
yet. Last night (Monday) Dick Buck and
and my self went up to the
Cooper Union Hall to a meeting of
merchants. We heard Henry Ward Beecher,
Mr. J. Russell, Mr. Parker, Dr. L. A. Allen,
Hon. J. H. Smith, Mr. Pierpont,
and Mr. H. K. R. all there. Mr.
Beecher was the most noticeable one
and his voice was clear and
strong. The all are in favor
of the nomination of President Arthur
and I am sure he has done
well while he has been the chief
magistrate of the United States.

Reports are affixed that
the Portland line steamer has
been in shape.



Very warm

#1. B. 1.

22
Left N. York steamer
to

on to steamer 'Alke'

Brooklyn New York
Steamer Alki - Pierpont - Mott
Friday, June 20th 1884

I left the Fitchburg
about a month ago and got
the ~~chance~~ chance as second mate
on the Alki. I joined her
last Tuesday and came on
here the same day and we are
now lying at the dock to take
in some iron pipe.

Sunday June 22nd

Mr Foster called
to see me this afternoon
He is chief engineer of the
City of New Bedford

Mr Foster

June 24th 1884.

Today I bought
an oil-skin coat and a pair of
long legged rubber boots.

This fore-noon George Chase and
Mr. Bouldry came over from New
York to see me, and this
after-noon Johnnie Brady from
the "Tribune" came and made me
a short call.

Thursday June 26th 1884

Geo. Blake, boy,
fell in the main hatch yester-
day and was considerably injured
and it was a wonder that
no bones were broken or that
he was not killed. Rained
all last night and most all
of today, Men cleaning paint

Oil skin
coat and
rubber boots

Geo. Blake
fell in the
hatch

June 24th 1887.

Coal Dock.

Hoboken, New Jersey.

We came
here from Brooklyn last Friday and
are taking in coal, and such
a mess as we are in, coal dust
from bow to stern. We will
probably go to sea Tuesday.

I went up street a little ways
in ~~Dobok~~ - back - night and can
not say that I am very favorably
impressed with the city.

Monday June 30th

At 4 P.M. coal
dock at five P.M. and
dropped anchor of Governor
Belmont. In the morning
morning at eight.

Voyage of Steamer Albatross to San
Tuesday July 1st 1884.

We were called
about four o'clock this morning
and got ready for sea. Got
up anchor about 7:30 A.M.
and we are now ploughing
through the waves on our
way to San Francisco. It is
very foggy and has been all
day. Our whistle seems to be
a course one and it
makes a lot of noise.

Our engine, the engineers
say is working splendid.

Wednesday July 2nd 1884

We have been
doing some brisk rolling all day
and most half of the crew
are sick. Water has been clocking
about fearfully, filling rooms and
making every body feel as disagreeable
as possible. Just furled Sparker
Course S.E. by E.

1884
July 2nd
1884

transit from New York - by N. E. Johnson ^{ad} ^{tin} ^{man}

2nd day

Thursday July 3rd.

Last night we had very heavy weather for these latitudes at this time of the year. We being deep loaded we shipped considerable, nearly every thing in my room being flooded. This afternoon we passed a schooner yacht home ward bound.

Weather growing finer.

3rd day

July 4th

A nice summer day, warm and mild with fine moderate wind. The steamer Alki's crew consists as next page -

	Doane	Page	80
Bapt	Delano	"	82
1st Male	H. B. Johnson	"	86
2nd "	Freeman	"	95
3rd "	Elias Hogan	"	97
4th "	Oliver Dinton	"	99
5th "	F. O. Doane	"	102
6th "	John Thurlow	"	105
7th "	Walter Towle	"	111
8th "	Jaes Morrison	"	115
9th "	Weeks	"	120
10th "	Weeks	"	120
11th "	Geo. Luce	John Smith	121
12th "	Strockley	Richard Hatch	123
13th "	Jim <small>died just after voyage ended</small>	August	125
14th "	Steve Harry Farinham		126
15th "	Tom Lowell		126
16th "	Andrew		127
17th "	Steve		127
18th "	Anton		128
19th "	Tom		128
20th "	Geo. Blake		128

4th day

July 6th

The weather is beautiful. I have seen several sail bound north. Though it is some time since I was out of sight of land. Every thing seems just as natural as though it was only yesterday I was at sea. I am troubled slightly with my stomach caused by the bad water we have to drink.

I have also a swollen face, the continuation of an ulcerated tooth which I had some time ago. No pain only just the swollen part in side.

Friday.

Sunday July 6th.

The wind blew
 ahead last night and we furled
 all sail, and still seem to
 make about the same time
 as with them set. Saw several
 sail today one an American
 bark. Capt. Doane seems, to so far,
 a very nice man and a
 gentleman, willing to show or
 learn any thing to any body
 who is willing to help them-selves.
 He is from Newtonville near
 Boston and while in Brooklyn
 and Hoboken had his wife
 with him on board ship, she
 being a perfect little lady.
 He commanded last the bark
 Jonathan Bourne owned in
 New Bedford.

written in the dog matches

6th day

Monday July 7th

All hands have been at work taking coal from the fore hatch and filling the bunkers and I guess every-body is quite tired.

7th day

Tuesday July 8th

Have been hoisting coal all day, and working under difficulties too, for the vessel has been rolling and pitching dreadfully. The combing of the hatch got some bad knocks.

The steamer makes about one hundred ~~mi~~ and eighty miles a day. Hardly as well as she ought to be.

82

1884.

8th day.Wednesday July 9th.

Quite a excellent
morning, and quite a breeze
but a head wind, so we
have no sail set. Last night
in my watch we passed a
small schooner ~~under~~ hove to,
under light sail. I took her
to be a whaling schooner.

Mr. Delano the mate is a Mass.
man, from Marion. His age is
about thirty five and is medium
height; I like him very well
and we get along nicely
together. He was lately mate
of the ship Wm J. Roach.

9th day.Thursday July 10th.

Nice weather
still prevails, and we soon
expect to have the NE
breeze wind. Set all our
sail this morning and
pursued them again this
morning. Passed a bark
this morning.

The Heap cloud, or cumulus, is properly a day cloud. It seems to rise in the morning and grow large until about noon when it gradually diminishes, if it grows large toward night it is a pretty sure sign of coming rain. These are fine weather clouds.

The Curl or Cirrus cloud are often curled up like curled hair and are high up in the sky.

The Cirro Stratus or Thread cloud is like a sheet, a thin layer or misty web, are low down on the horizon. It most always denotes wind and rain.

Curled cloud or cirro cumulus is like coarse wool. It generally denotes fine weather.

Cumulo Stratus cloud is a heavy pile of clouds.

The latter leads generally to be a Nimbus or rain cloud.

Friday July 11th 1884.

10th day

We are still going on but we are considerably, a great deal more so than a sailing vessel would. We passed a home ward bound, Brit. Brigantine showing her number which were N. V. 2.5.

11 Day.

Saturday July 12th

I suppose we have as much of the N.E. Trades as we will get. We have a strong steady wind from the Eastward. Men employed in scrubbing paint work, getting ready for Sunday. Last night in first watch passed a vessel with no signal light up. Captain saw a great risk in running a vessel so. Mr. Hogan the Second Engineer is ill with a sore throat.

Trades

Hogan

12th day

Sunday July 13th 1884.

Weather fine
but rough sea. We are going
very slow, the engine working
on the engine preventing more
speed. Lat-19° N. today

13th day

Monday July 14th

Coal up

Have been
getting up coal from the main
hatch all day and we all
fell pretty tired. The vessel rolling
so badly that it is double the work

14th day

Tuesday July 15th

All last
night and today we have
been rolling terribly, the sails
having no power to prevent it
seemingly. It is a little
more moderate now. Ever since
we left New York we have
had rough sea and now
that we are in Lat-16° S it
ought to be better

1884.

15th day outWed. July 16th

Last night in the middle watch we rolled fearfully but it has been a trifle better since day-light. The weather has the appearance of as if we were to lose our track, it is raining and misty. Stopped about half an hour to repair engine this afternoon
Lat 12° N. Long 36° W. G. L. J. Winter

Thursday July 17th16th day.

Today is a different kind, than we have had since we left. it being calm and warm. The warmest day yet. We are now in what is called the doldrums, and we expect, rains, squalls, and calms, in all varieties.

1884.

17th day

Friday July 18th 1884.

Passed a
bank bound north. Have been
getting up coal this afternoon

Saturday July 19th.

18th day

Have been working
at the coals all day and
have filled the bunkers pretty full.
Last night ^{Friday} we had some
very heavy showers and put
considerable rain water in our
fresh water tank, which I
do not think a good
plan

19th day

Sunday July 20th

Weather

fine, and we have the S.E. trade
Our Lat $2^{\circ} 40' N$.

Have today destroyed some old
letters of mother and R. Woods

Letters
destroyed

1884

20th day

Monday July 21st

Beautiful weather

We were stopped most all the fore-noon, repairing the engine.

The stars forming the southern cross are now in sight - ahead of us, while the north star is below the horizon and the dipper is fast disappearing. We will next look for the Magellan clouds

21st day

Tuesday July 22nd

Strong breeze

Crossed the equator last night

Equator

The mate called the carpenter out at twelve o'clock, to "cut the line" and he stood on the bon some time before he knew there was any thing wrong. We have had the laugh on him today

1884.

22nd day

Wed. July 22nd.

Have been
working at the coal all day, Weather
fine, Strong breeze, and rough sea
This morning we passed
an island not far from the
main land Course S by W.

23rd day

Thursday July 24th,

Last night
about twelve o'clock, the reversing
link or bar, of the engine
broke, The engineers rigged up
something temporary and we can
make six knots an hour. We
will probably make the port-
of Pernambuco for repairs. Set up
twenty tons coal this fore noon
and this afternoon bent chains
&c.

1884.

24th day

July 25 Friday

The vessel rolled so terribly from four to eight that it was impossible for any one to sleep. We intended to go in to Pernambuco, and our- sailed right by, the weather being so rough that it was impossible to get in, and the captain thought it better to keep on further south and put in to Bahia. We were quite close to the land and could see the town of P— quite plain with the glass. There were several vessels anchored, waiting for smooth weather to get in the port and they were rolling most terribly.

25th day

Saturday July 26th.

A beautiful day, which I appreciate after the rolling of yesterday. This afternoon we got up one third ton of coal, the last half days work yet. ~~last night past~~. Tonight

1894.

just before dark we saw
two steamers ahead and thought
that one must be disabled.
It soon grew dark and we
saw another light on the
water and concluded that a
boat had been lowered and
that they were going to board
us, but what was our
surprise to find that it was
a stationary light on the
water. We concluded that the
two steamers were government
vessels, out surveying.

Surveying
Steamer
Sailing along
shore.

Sunday July 27th.

26th day

Very nice
weather and very pleasant as we
are sailing along the land. It
is not very land, and is
quite sandy. We will probably
be up to Bahia by twelve
o'clock tonight, and go in
the morning.

27th day

Monday, July 28th. 1884.

We dropped anchor in front of the city of Bahia about seven o'clock this morning. In coming around the point the bay reminded me of Newport very much. The captain soon after went ashore and sent of some stores, with which, was some large oranges, the nicest ones I ever ate. Two custom house officers are aboard and they will stay here until we leave that being the custom. As ~~soon~~ seen from the ship Bahia presents a very fine appearance. The business portion of the ~~city~~ town seems to be nearly on a level with the water, back of that is a broad belt of green trees and shrubbery and then back of that is the living part and on a plateau, There seems to be some very nice buildings

but most any one could tell
that it was a Spanish or
Portuguese port for there is
so much yellow paint used
on the buildings. The captain
says the streets are very narrow
and on one street they have
horse cars, and the street being
so narrow, people have to jump
into the nearest door way
to escape injury.

Mail tomorrow so will post
letters to L. A. D. and mother.

Bahia, Brazil, S. A.

July 29th. Tuesday.

Have been filling
the coal bunkers with coal
all day and they are not
filled yet. The boys have
been eating oranges all day
and it will be a wonder
if some of them is not
sick. It is real July weather
"at home" here.

1884

Bahia, Brazil. S. C.

July 30th. Wednesday

Have got up about forty tons of coal and both bunkers are filled. Oranges, limes, pine apples, and Bananas are now on board in larger quantities. They buy them by the hundred. The oranges are excellent - the best I ever saw. Last night Mr Hogan and Fred. Doane went ashore and today Shockey went. With ~~them~~ the captain, they are the only ones who have been ashore. The iron work is finished for the machinery, as also is some for the fore and main gaffs and we will probably go to sea tomorrow.

Mastering...

From Bahia to Valparaiso?^o
Thursday July 31st 1884.

The captain and engine went ashore and this morning and came off again about twelve o'clock. We immediately got up anchor and started out. It rained most all the fore-noon. As we left the land we commenced to roll terribly but are more steady now.

Friday Aug 1st.
A day out. I have commenced this month with out using tobacco and shall abolish the filthy ~~that~~ habit if possible.

Mr. Freeman our chief engineer is not a well man by any means. He is over fifty and is quite grey and at times is very irritable. He has the name of being a great ~~drunkard~~ but is a good mechanic.

1884.

2nd day

Saturday Aug 2nd

Last night had quite a shower of rain, but cleared of pleasant again. This afternoon we bent our square sail, the only one we have & set last night and to day, On a brigantine passed close to us. Lat 19. The steamer making little better time.

3rd day

Sunday Aug 3rd

A steamer passed us this noon bound north. I took the sun this noon with the sextant presented to me by Geo. Chase. Wind on starboard quarter. Have square fore sail and main and spanker set. Going along first rate. Made 217 m today our best days work. Expect to see St. Lawrence's Light tonight.

4th dayMonday Aug. 4th. 1884

Have been getting up coal from the main hatch and filling bunkers. Up to this noon was our best day's work 222 miles. Wind changed to South. We are fore and aft sails. Main sail furled.

5th dayTuesday Aug 5th. 1884

About 211 miles is our day's work for the last 24 hours. Weather damp at night and growing a few degrees cooler. Clear Hogan of Bath Me is our Eng^r Eng. He is an natural born engineer, is only thirty years of age and has had his papers for a long time. He is somewhat eccentric but I like him very well. He was eng. of one of the steam whalers of N. Bed. Dist 211 Lat 27-38" - Long 46-." Clouds Cirrus Cumulus. Sky 5 Sea 5

6th day

Wednesday Aug 6th 1884

Our best

11 knots

Sailing for one hour was from eleven to twelve this noon when we made eleven knots. In mashing decks in the mornings we use holly alone and ash and the decks are commencing to look very white.

Wed Thursday Aug 7th

Last night

Temp. 56

we had squalls and rain. Wind changed to S.W. and grew very cool Ther. 56 Bar 29.42 - Wat. 57 Lat 33° S.. Unbent large jib and bent small one.

Friday Aug 8th

8th day

We are now down in the latitudes of the Pamparos, and this morning we had one ~~and~~ on us before we knew it. Killed all hands and took all crew. The steamer done brave in the squall. This steamer

will do better in heavy
weather than she did in fine
weather. She is not the least
bit cranky. Passed a bark hove
to, under lower top-sail.

9th day

Saturday Aug. 9th.

It gradually
moderated until this morning
when the wind changed to
the northward, and it has
been increasing so ever since
that we had to stop
taking up coal and put
on the hatches. Looks like
a gale. A heavy sea
is commencing to heave in.
Temp. of water 50° F.

Oliver Duntun is from
Maine and is quite a
joker. He is a sailor and
is now doing third engineer
duty although he came here
as an oiler. He is pleasant
and social, and that is
what I like him for.

10th day out.

Sunday Aug. 10th 1884.

All last night.

Engine broken

We waited for a change of wind but have not got any yet; only a gradual change of a couple of points.

About ten A.M. our engine broke down again and we are going along slow. The two engines and the carpenter are repairing it temporarily.

Wind W. N. W. Course S W $\frac{1}{2}$ S. Force of wind 5
Bar 29.79 Ther. 52. Water 46 Weather B.C. Clouds
Cir. Cumulus. Lat. 37° 59' S. Dist. 204 miles.

11th day

Monday Aug 11th 1884.

Has been a warm pleasant day but as the sun went down the wind increased and the air grew chilly. Have been putting coal in the bunkers. Going along full speed again Course S W $\frac{1}{2}$ S Lat 41-50' S Long. 58-13 W.

Tuesday Aug 12th 1884

12th day out

At twelve last night we furl'd all sail and the wind changed to the S.W. employed in ~~work~~ stowing the deck. Ther. Air 46° Water 44. Bar 29.80.

Wed. Aug 13th.

gaff-carried
away

The wind still South - west and quite strong. Weather cold. The goose neck to the fore gaff broke this fore noon so that we had to lash it and will have to use the sail "a la leg mutton".

The same thing we had repaired in Bahia. Bar 30.11 The Air 57° Water 71: Lat 46° S. Long 62° W. Course SSW²/₄N. Dist. from Straits of Magellan about 452^m.

We had to lash the gaff in a cold hail squall but I stayed up there until it was finished. And two of my fingers, were nearly frozen. The two fingers that some years ago I had a lion on

Thursday Aug 14th 1884

Made sail

Land O.

this morning and took it in again this noon. We sighted land this after-noon about three o'clock, a long distance off. Bar 30.19 - Ther. Air 39 water 72. Course S 80° W. Clouds Cim. Sky. B.

J. O. Doane is the captain's son and has now the position of Oiler. He has been to college to learn to be an mining engineer. Tho he would ~~now~~ be a favorite he is a pretty good fellow. A little close for some of the boys and to them some times seems a little dull.

15th dayFriday Aug 15th.

This morning the wind changed to the westward and we set sail. At nine reefed the spanker and at noon we furled all sail again, the wind hauling to the S.W. and there is now a heavy head sea. J. Thurston gave me two pair of home knit mittens

Strait of Magellan

Dg watch

Saturday Aug 16th 1884.

We are now
right of Cape Virgin almost at
the entrance of the Strait. It is
just sun set and the land
which is high shows up well.

Have been getting up coal
all the afternoon.

Obsighted a ship off to windward
This has been one of the
pleasantest days we have had
for a long time. Weather calm

17th day

Sunday Aug 17th 1884.

Magellan Strait

We are
now up nearly to Sands
Point where there is a settlement
Last night we anchored
in Possession Bay and this
morning at eight o'clock got
up anchor and we have
been going quite fast ever
since so that we are now
well through the Strait. This morning
is my watch we passed Point
Delgado, Point Baranca, Gregory's Shoulder.

1884

The land on the north side seems high while that on the south side seems low all being covered with snow looks cold enough. Saw a line on land just before we got to Gregorys Shoulder, supposed to be native seals.

The barometer is very high being up to 30.65

Monday Aug. 19th.

18th day.

glacier

They snow on the hills and mountains grow thicker as we go west. This afternoon we saw a glacier. ~~The first I ever saw.~~ We will probably be through the strait tonight. Set the fore square sail and fueled it again this afternoon.

9 days out - Tuesday Aug 19th 1888 - from Bahia

We passed

Cape Pillar about nine o'clock
last evening and then we
were clear of the straits of
Magellan after a very favorable
run indeed of about fifty
hours, with only once anchoring.
Wind N N E and strong. Weather
some warmer. Men employed in
holystoning deck.

John Thurston is from Bath Me.
He is a young man and quite
a favorite of mine as I like
his ways very much. He
came to oil but a fire man
being sick he has had to
fire, although he eats at the
Officers mess table. His father is
one of Maine ship builders.

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Wed. Aug 20th. 1884.

Gale. This is our first real gale of wind since we left the Gulf Stream. About twelve last night the wind grew equally but being clear we did not shorten sail until four this morning when we closed reefed. and at eight a.m. we furled spanker. Wind N-E with heavy swell. Bar. 29.40. Ther. Air 47°. The cookstove and boy George sea-sick. August, a water watch fell and hurt his leg.

21st Jan.

Thursday Aug 21st. 1884.

Long 67°W. Only at 1000. down this evening did the Bar. 29.49 Gale abate and then it dropped down very sudden. Has been a hard tedious storm, we being so high that the propeller was out of water most of the time. One of the engines was at the valve neck all the time. She used badly.

22nd day

Friday Aug. 22nd. 1884.

The wind N N W blowing strong, but not a gale although the indications are stormy.

The engine was stopped all the fore noon, repairing the bearing at crank pin.

Ther. air 47. water 44 Bar. 29.37. Course N N W
Var 2 pts.

23rd day out

Saturday Aug 23rd. 1884 from Bahia

We had no working coal, today under great difficulties as the vessel has been rolling terribly. We seem to be blessed with head winds. We have had hardly any thing else since we left New York. Bar 29.71 Ther. air 47 water 44 Course N N W. Wind N W.

24 day out, Sunday Aug. 24th. 1884. - from Bahia
Reefed ~~spanker~~ and
main sail this morning at eight
o'clock and shook them out-
after. Weather Squally. Cloud Nimbus
Bar 29.60 - Wat. 49-

ed. gave me time
to work

25 days

Monday Aug 25th.

Last night -
about seven o'clock we had
a terrific squall which settled
into a severe gale of wind,
but has now moderated
considerable and the bar going up.

26th day

Tuesday Aug 26th.

All hands

getting up coal,

A fan broke from the propeller
just before two o'clock this
after-noon Wind N.W. Com. N²W
About two hundred miles
from Lota which port we will
go for coal.

propeller
broke

Wednesday Aug. 27th 1904.

We sighted land about half past nine this forenoon and are now sailing along the shore not far from Lota. The water was up all day yesterday, today, and will be tomorrow. Three days running, I never was so that long before in no vessel Bar. 30-00. The air 51 - Wet 52.

28th day

Thursday Aug. 28th

~~We have~~

~~at~~ ~~at~~ ~~Day~~ ~~lights~~ ~~last~~. We have to last night at six o'clock and this morning at day light we started again on our way and dropped anchor in Lota bay at 10-00 A.M. And we have already nearly a hundred tons of coal on board. There are several vessels here besides our crew, Lota is a small place, exports considerable coal and has a large smelting factory.

Lota
Home
for
Lota

Lota, Chile, South America.

Aug 30th 1884.

We finished

coaling today. Weather Rainy-

~~The~~ Sunday, Aug 31st

Has been
foggy all day. The engineer
~~has~~ worked all last night
on the engine trying to finish
up this work, and got through
the afternoon, and at half
past three we got up
anchor and proceeded for
Valparaiso. Chile S.A. Foggy.

Monday, ~~Aug~~ Sept 1st

~~Has been~~
calm all day

From Lota to Valparaiso 111

1 day out

Monday, Sept. 1st. 1884

Has been calm all day and we have been running along the coast all day and are now most up to Valparaiso. We will probably "lay to" all night and go in in the morning.

Walter Fong is from Leviston Me. and is an Locomotive fire man and has never been to sea before. He is oiling now. He is an odd fellow and will probably be all right for work in San Francisco. He is a short dark complexioned man about twenty five or six years of age. Very sociable and accounted one of my friends.

Tuesday, Sept. 2nd.

2 days out

Arrived in Valparaiso this morning.
Walter Fong

Palparaiso, Chile S.C.V.
1st day Wednesday Sept 3rd 1884

Have finished painting ship out side today

Mr. Smain a native of the "Vineyard" is ~~on~~ has been out here for fourteen years. He is Agent of a tow-boat company and is on board quite frequently. He is married to a Chile lady and has one daughter eight years of age. Has been boats crew by fishing all day for barracota

2nd day

Thursday Sept 4th 1884

We have ~~five~~ six passengers on board. Sailed from the buoy about half past four and proceeded to sea

City Friday, Sept 5th. 1884

At 9-45 last night the second engineer, Mr. Hogan, reported a fan broke and after looking and feeling in the dark for about two hours the Captain decided to turn back to ~~San Francisco~~ Valparaiso and arrived here about eight o'clock this morning.

Saturday Sept 6th. 1884

This morning at six o'clock we left our mooring and came along side of the old ship ~~Umberto~~ Umberto and commenced discharging our coal into her. She was formerly I believe the old ship Chile, Am.

Sent the fore gaff on deck and moved two whale-boats

Passengers all ashore except one, An American gentleman
Weather cloudy with little rain
Bar. 29.75

5th day

Sunday, Sept: 7th 1884

Last night

a heavy swell bore in which
was followed this morning by
a gale of wind which lasted
until sun-down. So that now
we can say that we have
experienced ~~a~~ one of the
noted northers of Valparaiso, Almost
every vessel in the harbor rolled
and pitched to a great extent
And for a wonder the H. Ki
was the steadiest of them all, No
damage is done that I know
of so far. Some times there is
terrible times with vessels going
ashore & so in these norther's.

Shall

6th day

Monday Sept: 8th

This morning
being pleasant and quite calm
we hauled in close to the hulk
Umberto and commenced discharging
some more of our coal. Today is
a contrast from yesterday the wind
being off shore and ^{the sea} quite calm

and the weather very pleasant.
Hove up the port anchor which
we kept let go yesterday.

Yesterday, I hear that one
~~of~~ the Chile man of war got
from her moorings and went
to into another vessel and came
near doing some serious damage.

Two hauling ships came ~~by~~
together but did no material
damage, and one or two
small boats were sunk but
no lives were lost.

Today

Tuesday Sept 9th.

Another pleasant
day. At one P.M. hauled ahead so
that the stowaways could
work the after hatch. They will
probably work until late tonight.

Got the propeller under the
hatch ready to hoist out.

Morrison, the carpenter is a
good natured man and quite simple.
He is from Bath and I believe the
latest man in the ship.

Talparaiso

8th day.

Wednesday Sept: 10th 1884

We clipped
our moorings about nine o'clock
this morning and was towed
into the dry-dock, when the
machinist commenced work on
our propeller, which has two
blades broken.

Thursday Sept 11th 1884.

We took
our crowd and rose tackles
and hoisted the propeller off on
the dock and placed the
new one in position.
The new one fitted nicely.

10th

Friday Sept 12. 1884

Left the
dry dock at seven this morning
and made fast to the bulk
and commenced ~~stowing~~ ^{loading}
our coal. Weather Cloudy.
Wrote letter to mother and
one to Chase

Valparaiso

11th day: Saturday, Sept-13th 1884

Cloudy weather

Shockley left this morning and
the Captain will pay him all due
to him. ^{V.S.} Shockley came back again

12th day: Sunday Sept-14th

Oliver Duntton

and my-self went on shore
today and hired horses and
went away back up in the
country, so that now we can
say that we have been on
the Andes Mountain. Oliver's
horse threw him and he just
barely escaped serious injury.

13th day: Monday Sept-15th

We have

now all our coal on
board again, and have taken
some stores on board -

14th -

Tuesday Sept. 16th

Loaded out
to a buoy and will go
to sea tomorrow.

Wednesday Sept. 17th

15th

Left Val-
paraiso about eleven km. Have on
board six passengers, two ladies
and four gentlemen.

Weather cloudy, with strong
breeze from S-W.

Sunday 18

Voyage from Valparaiso to San Francisco.

1st day

We have been employed all day scrubbing ~~board~~ ^{paint} work, "getting ready to paint." Every after-noon now it is all hands on deck and it makes long hours of work for us. From eight this morning until eight tomorrow morning I have only four hours below. And me being short-handed it makes it disagreeable all around.

2nd day out.

Friday Sept. 19th

We have the same fair wind but a great deal lighter. Our live stock consists of hens, sheep, pigs and a goat and kid. Bar 30-15. Air 62° Water 57°
Course N.W. Wind South.

30,

3 days

1887.
Saturday Sept 20th

Wind west

with fine weather. Men scrubbing
paint work. Mr and Mrs Weeks
are the Steward and Stewardess
They are colored, from the southern
states. He is a great tall
fellow, not liked on board
by hardly any one, he being
selfish and hardly willing to
oblige those whom he came
to serve. As on that one have
passengers he can hardly hold
his head high enough. His wife
is a little better, with a
little coaxing, you can accomplish
most any thing from her

4th day on

Sunday Sept 21st

Had some
rain this morning but it
cleared off nicely and
we were booming along
splendidly until about quarter
past three when I noticed a

81

sudden chock and soon after-
found that one blade of
the propeller was gone, then
another went then another and
at four o'clock we were
headed inshore with only one
fan on our propeller. Geo-
takes us all by surprise
for we thought every thing
was all right this time, sure.

5th day

Monday, Sept 22nd, 1884.

S.E. Trade

The captain
decided to put into Calao
and we are now making
seven and a half knots with
only one blade on our propeller
but to help us along we have
the S.E. Trade, and blowing quite
fresh. Geo. Luce and John Smith are
of Marion, Mass. and are here as A.B.
George is a smart young man about
twenty-one and his last voyage
was with Mr. Delano, the mate who
is his relative. John is probably the best
sailor in the fore-castle and is a willing
worker.

6th day.

Tuesday, Sept. 23rd 1884.

Have had a strong breeze all night and day, and until this afternoon, when it moderated a little, we were rolling around terribly. We have about as strong "Pacific" SE trade as I ever saw before.

7th day.

Wednesday Sept. 24th

Weather as above. Saw a large bark on the port bow this afternoon.

8th day.

Thursday Sept. 25th

Our breeze died out at about four o'clock this morning and we furled all sail. Sighted Land at Day break. and passed in between San Lorenzo, I. and the main land and came to Anchor in Callao Harbor. a little after noon.

Friday Sept. 26th. 1884.

1st Day

Dallas, Tex., U. S.

We have been getting ready ~~now~~ today to discharge our coal in to lighten before going into the dry-dock.

This morning we got the broken propeller ^{the first one} up from below and they will patch it up, on shore and we shall try and make it last to San Francisco.

George Chockley is from New Bedford and as the "new" goes has some money and is new to the duties of a sailor although he is here before the mast. He is the slowest mortal, almost, I ever saw, Still, he is very good natured, although some times a little "stiffish".

Richard Hatch is from Maine, is a sailor, and is a terrible loafer at times.

His ways are so peculiar that the men say he is crazy. but I guess he is for the best.

Callao, Peru, S. A.

3rd day.

Saturday, Sept 27th 1884.

Today we have been painting our iron work on deck. Weather cloudy. Just now "eight o'clock" one of the South American Steamers went out, and looked very pretty indeed.

3.

Sunday, Sept 28th 1884.

Cloudy weather still prevails. Several of the people went on shore to church today.

This afternoon three of the men and my self, and Fred D. took the gig and went on board the U. S. flag ship Bayford Admiral Farago's old ship.

She looked very neat and clean. Had a talk with quarter master "Lord" and a lieutenant and a midshipman whose name I have forgotten.

4th day

Monday, Sept. 29th. 1884.

Our crew aided by three of the coal passers discharged fifty-one tons of coal into lighters today, and could have done better if we had had more launches.

5th day

Tuesday Sept 30th.

stair.
P.
320
James
after
San Francisco

We discharged one hundred tons of coal today. Most of the passengers where James and August are two American sailors, milling makers and get along passably well. They understand English pretty well having lived in N. Y. some time. Jim has had a terrible cough ever since he came on board and I do not see how he can work as he does.

Wednesday Oct 1st, 1884

Have finished discharging coal

7th day.Thursday Oct. 2nd. 1884.

We have been painting the pilot-house and deck today. We will probably go on the dry dock in the morning.

Harry Farnham is from Maine and is a fire-man. He is a young man about twenty years of age, very quiet, but full of the mischief. Lowell, is a fireman and is from Maine also, He is a good type of a down east, so called, a pretty good fellow.

8th day.Friday Oct 3rd. 1884.

We came into the dry-dock this morning before breakfast and have taken the the iron propeller off and put the mended metal one on, only two blades are repaired so that we have two whole blades and two half ones.

Saturday Oct 4th 1884.

We left the dry dock this morning about half past seven, and started to work on our coal after dinner.

The S.S. "Serana" has just left port and she looked very pretty indeed with her lights all lit-. Steve and Antone are both coal passers, They are both Austrians. Steve is a willing strong fellow and is about thirty-five years of age. Antone seems the bull of all, Every body has their fun with him.

Sunday

Sunday Oct 5th 1884

Weather as usual cloudy and mild. Most all of our department on shore today but none of the Engineers. Walch came off with a bottle of liquor and the captain took it from him as he came over the gang way.

128.

11th day.Monday, Oct. 6th 1884.

We got up this morning about five and had lunch, then worked on coal until ten ~~was~~ when we had breakfast and turned out at eleven and worked until five o'clock when we had supper. We got in about one hundred and thirty tons of coal today. Tom is the only Irishman aboard and is a young man. He is coal passer on board and is a true son of Erin's Isle.

George Blake is from New Bedford and is the son of an Apothecary. He is boy on board.

12th dayTuesday Oct. 7th.

We finished taking in our coal this afternoon and will go to sea tomorrow. We have a passenger from here.

Finished taking in coal

3rd day

Wednesday Oct 8th

We left
Callao this morning about
7-30 and have now got
a good offing. We have got
a red goat on board some-
thing I never saw before.
Soon after we left I
noticed the water had a
redish appearance as though
it was full of coal dust.

Thursday Oct 9th

Passage from Callao to
San Francisco
1st day out. Weather cloudy. Engaged
in painting ships.

2 days out. Friday Oct 10th 1884.

The cloudy
weather that we have had
is gone, and we have the
S. F. Trade again.

In addition to the crew on page 78
we have now the following.

An exhu cook
Two consuls men
and passengers Mr. and Miss Alice Young
Capt. Homes
Mr. Simons
Priest O. Chamber
Minick
Perrin
Lafitter

Page 131
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Page-
136
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3 days Saturday Oct 10th 1884.

Will have the S. F. Trade and
improving them by painting ship
inside.

Sunday, Oct-11th 1884.

First part
was pleasant but latter part looks
chummy. Wind blew from S.E but
looks changeable.

Monday Oct-12th

Weather inclined
to be squally but only light-
one, with fine rain.

Tuesday Oct-13th

Malone

Weather as
yesterday. While chewing pitch I
broke one of my front-teeth
We crossed the equator this
after noon. Our new cook
is a German and is a
quiet good natured fellow
His name is Ernest Wiggers

Wednesday Oct: 14th 1884

Weather

Cloudy. Bar. ^{air} 77. ^{water} 74. Latitude today 2. 11 N. Jim, of my watch is very bad, being laid up. The Dr. of the U. S. vessel ~~examined~~ "Onward" examined him in Callao and said that he had the consumption but advised the captain to take him along rather than leave him in a hospital in Callao.

A coal passer, "Tom" is also laid up with a ~~breaking out~~ ^{break} out.

* 8 days

Thursday Oct: 15th

A little stronger breeze from S.S.W. Weather cloudy.

The engineers have considerable trouble with the bearings getting hot, and we lose a mile now and again. We average about thirteen and a half miles in two hours. Lat 4.16 North

9th dayFriday Oct. 16th 1884

Has been cloudy all day with occasional showers. Our white painting is finished. Wind quite strong making about seven knots an hour. Course N.W. Wind SSW. Bar. 79° ^{mat} 78° Clouds Nimbus, Sky 0 - Wind 5. Lat 6.20° ^N Long 74.00° ^W

We have on board two men sent here by the American consul at Valparaiso. One is a Dane, an old man we call him Peter. He has been mate for years and has been on the Pacific coast a long time. The other is a German by birth and we call him Charlie. He is not so old as Peter. The captain insists on making them work and they clean paint work, brass &c. &c.

10th day out: Saturday Oct-17th-1884

Weather cloudy with occasional showers. Last night about eleven, the little kid who was tied near the hatch, "with the hatch open" fell into the hold and hung by the rope until he was strangled to death.

The mate this afternoon got the remnants of the slop-chest together and started an auction of them to the crew, and sold over ten dollars worth.

Sunday Oct-19th

A heavy swell and light winds from S.E. making her roll terribly. Today is the warmest we have had since leaving entering the Pacific O. Lat-10-30. I attended Church this forenoon in the cabin and Mr Leggett spoke beautifully.

Monday Oct 20th, 1884.

Done

one of our boys

Has been a beautiful day with the Barometer at 84°. I ~~made a~~ put-up a hammock in the passenger yesterday morning and they can not get a chance to lay in it. Mr Freeman occupies it so much. The boys say he has a tremendous lot of gall. Tom, the man with the V disease has broke out all over his face and neck and the capt. thinking he had the small pox put him in one of our bunks. He seems quite comfortable in his new place. The boat being covered with canvas.

Today

Tuesday worked coal all day. Weather Very warm

Wed Oct 22nd
Weather warmer than ever
Ther. 86°

14th day outThursday Oct 29th 1884.

I have been painting
the steamers name on the fire buckets.

My watch was called out in the
first watch last night to pull the square-
sail. I am a large little floating by this
after-noon. Course S by W. Wind S & W. Dist per hour
6 knots. Bar. 29.95 Ther^{air} 87 Water 83. Weather B. C.
Clouds Cum. Sky 8. Sea rough. Lat 17 Long 104
Dist 145^m.

Mrs. and Miss Young "mother and
daughter" are on their way home to
Australia from Chile where they have
been to visit a sister of the
elder. Mrs. Young is English by birth
and is well educated. She is about
fifty and is a widow. She is English
in many things among which is that
she wishes to choose companions for
her daughter, but she has a bad time
doing that.

Allice her daughter was born in
Australia and is a queer mixture
of feminine flesh and brain. She is
some times all life, at others the reverse
52 Splendidly educated, and talks and

writes several languages. Is very apt to learn
Has a good heart but is impulsive. Would
have made a beautiful girl with the
proper training. Tal vez, si ~~sea~~ uno de sus ~~sus~~ sus
no habia destruida la confianza de ella. "Alie".
15th day Friday Oct. 24th.

We have been
working coal all day. I lost a
wide tram that our board today
It was one given me by Grandmother
Canderson, and she had had it over
fifty years.

16th day Saturday Oct 25th
Still working
coal. Today has been very warm
indeed. The warmest yet.

17th day Sunday Oct 26th
Last night - we
had calm but we have now
a breeze from the north and
weather very nice but warm
Last night the ^{water} was full of
phosphorus light, a person could
almost read by the light from the water

1st
Capt. Horner is a passenger and is bound home from Chile to Salem, Mass. He has been on the South American S S Co's boats for three years. He is sick with some kind of humor in his leg, but is very patient with it all.

I like him very much and we are very good friends.

18 day out. Monday 27th Dec.

A beautiful day with hardly a cloud to be seen. Engaged in painting the engine house and bulwarks ~~opposite~~ opposite. Expected to see land but did not. Mr. Simms is a native of New York, but when a boy came around the ~~town~~ to Cal. and then to South America and I believe has been in the latter place ever since. He is our mysterious man of the ship for nobody knows his business or any thing about him. He seems to be a very good fellow and claims to be a naturalist.

139
Tuesday, Oct-29th. 1887.

This morning
we passed Cape San Lázaro
Weather clear, and fine.

Wednesday, Oct-30th.

The evenings
are growing quite cool. Weather
still fine but we have a head
sea & which makes slow work
for us with our ~~poor~~ broken
propeller. Lat-26.33' N Long 111^W. Course NW¹/₂W
Knots 5. Course NW¹/₂W Wind N.W. Bar. 30.00
Ther. air 70° - water 77°.

✓ Olivia Chamber
is a French priest and is a
passenger bound for Margarita I.
where he is to perform Missionary
duties. I like him very much
and we are good friends. He
is my teacher in learning Spanish.

✓ Give him my regards
and safe return.

Thursday Oct. 30th 1884.

Worked in coal all day. Passed Point Carras this afternoon

Friday Oct. 31st

Today we worked coal.

The engine was stopped over three hours today to repair slight damage. Weather fine.

23 days out Saturday Nov 1st

Scrubbed my room and painted it today.

24 day

Sunday Nov 2nd

A very nice day. Have been looking for chest nuts but did not find it. Skipped over three hundred miles from S. J.

Monday Nov. 3rd. 1884.

Weather fine with
moderate breeze and heavy
head sea. 11.35 745.2 C15285-30
3m 3 124411 list noches

Today we are holisting
decks.

Tuesday Nov. 4th. 1884

Last
night at seven P.M. we sighted
Point Conception, and we are
now sailing up along the land
in hopes of reaching San Francisco
tomorrow

Wednesday Nov. 5th.

Anchored in
San Francisco Bay this afternoon

Thursday

San Francisco, Cal.

Thursday Nov. 6th 1884

Passengers all ashore except Mrs and Miss Young. We hauled into the dock foot of Brennan Street

Friday Nov 7th 1884. Captain Deane

The captain is going to leave and will probably go east again. Stredow at work

Saturday Nov. 8th

Stredow at work discharging freight and fixing coal bunkers. Mrs and Miss Young went ashore yesterday.

Sunday Nov. 9th

I have been on board all day. Mr. Foreland of Russell Mills called to see me and after dinner we had quite a talk. He has been out here two years and goes in the Arctic whaling fleet. Our new captain is now on board and his name is ~~capt.~~ Lape

Monday, Nov. 10th

Sent fifty five dollars home for the bank today

I made a call on Mrs and Miss Young this afternoon.

Tuesday Nov. 11th

Our Sailors came on board today and have been filling the bunkers from the after hatch.

S.F. - 1884.

Wednesday Nov. 12th

We had quite a rain squall today and expected a storm but was agreeably surprised to see the sun come out and shine beautifully.

The carpenters are altering our sleeping gear.

Comparative
Table

1	Meter	—	39-37 in
1	Meter	—	3-28 ft
1	Meter	—	1.0936 yds
1	Kilometer	—	.62137 miles
1	Sq. Meter	—	1550 sq. in
1	" Meter	—	10.76 " ft
1	" "	—	1.096 " yds
1	Acre	—	3.953 " Rods
1	Hectare	—	2.471 Acres
1	"	—	.00286 sq. miles
1	Liter	—	33.81 fluid oz
1	"	—	1.0567 qts
1	"	—	26.417 gallon
1	Hectoliter	—	2.837 bushels
1	Liter	—	61.022 cubic in.
1	Hectoliter	—	3.531 " ft
1	Stere	—	1.308 " yds
1	"	—	8769 cord
1	Gram	—	15.432 grains
1	Kilogram	—	35.27 av. oz.
1	"	—	2.68 dr. lbs
1	"	—	2.2046 av. lbs
1	Tonneau	—	1.1023 tons

Thursday

Saturday Nov 16th

Last night

I called on Mrs and Miss Young
at the Trussard House on Market
St and spent a pleasant evening

We have in all our Machinery
and would be ready for sea were
it not for the carpenter not being
ready.

Wednesday, Nov. 19th

Last Sunday

Mrs and Miss Young and my self went
to Brooklyn and Oakland, came back
to their hotel and I took dinner
with them, then in the evening we
went to church.

Monday ~~at~~ 2nd Dec. Alicia and my
self took 1 bill and I paid
her good bye ~~and~~ ~~and~~ ~~and~~

We left in dock yesterday 1st noon
for San Francisco and now we are off Cape Mendocino

an	Inch	.0254	Meter
X	Foot	.3048	"
X	Yard	.9144	"
X	Mile	1.6093	Kilometer
X	Square in	.0006452	Sq. Meter
"	" foot-	.0929	" "
"	" Yard	.8361	" "
"	" Rod	.2529	are
X	Acre	.4047	hectare
X	Square mile	.259	hectares
X	Fluid oz.	.02958	liter
"	Quart-	.9465	liter
"	Gallon	3.786	liters
"	Bushel	.3524	hectoliter
"	Cubit in	.01639	Liter
"	" foot-	.2832	hectoliter
"	" Yard	.7646	Stere
X	Cord	3.625	Stere
"	Grain	.0648	Gram
an	Av oz.	.0283	Kilogram
X	Troy Pound	.373	"
"	Av "	.4536	"
X	Ton	.9171	Ton neap

Thursday en Nov 20th 1884

We are
now lying 5-30 thumping
on Corby bar. Thump so
hard I can hardly write

The pilot told the captain
that there was thirteen feet on
the bar and we were only
drawing twelve & like we struck

As yet we make no
water. Log tried to pull
us off but could not.

Friday Nov 21st 1884.

I lay down
last night and actually went to
sleep with all her head pounding
on the bar and with the sea
breaking over her occasionally. They
called me about eleven and told
me to stand by the anchor as she
was floating and she did soon
off when the Escort came and
brought her us to Empress city, and
dock us today at 9 a.m.

High
water
at
Empress
city

Empire City, Nov. 25th. 1874.

Last Saturday night Mr. Hogan and my self went to Marshfield and stayed until Sunday afternoon. It is about seven miles up the bay and is a little larger than this place. We have discharged all our machinery and boilers and have commenced on our other freight.

Marshfield, Oregon, Nov-29th
We are now

We are now lying at a coal wharf ready for a load of coal. The wharf is about 1 1/2 miles from the above place but to walk there we would have to go six miles.

We started from Empire City - about nine A.M. and came to Marsfield under our own steam, then took the "Economy" and after a good deal of running ashore &c. we managed to get up a little narrow stream and made safely fast.

one morning beyond
the one to the others in a
few days. Under the
same conditions.

-Dec 1st. 1884.

Still lying at the coal dock but have no coal as yet. When we came up here our anchor caught in the telegraph wire laid across the narrow stream, and broke it. I took two men last Saturday and got it up and across the stream yet it was not long enough to reach the poles and we found that it had been broken.

Today we found the lost piece on our anchor and went down to Marshfield and spliced it together.

The wire is an old one formerly used between Key West and Cuba.

Dec 6th. 1884.

Yesterday we finished coaling and came down to Empire City where we are now lying at the dock bar bound,

that is the bar is so rough for us to cross it. The sea breaks over it fearfully.

Wednesday Dec 10th. 1887.

Last Sunday,

we left Empire City and arrived in San Francisco last evening and came here to Oakland Creek this morning where we will discharge our load of coal.

Received letter yesterday from L. A. D. Mrs Young, Miss Young, and Mr Bitter.

Monday Dec. 15th.

We will probably be discharged tomorrow and go on the dry dock & to have our new propeller put on, & have not left the dock since I came here.

Poor old Jim, a sailor in my watch coming out here on the Al-Ki, died at the Marine Hospital a few days ago.

Two boys fell in the dock yesterday but were rescued by some of our men who threw them a board.

San Francisco Jan 14th 1885

Christmas and New Year has come and gone, took dinner Christmas with Mr. & Mrs. the other boys of the Alki.

Left the Alki for waters known of my life, and soon after the ship came up the captain is now a get along with every body says.

San Francisco Jan 15th 1885.

The poor fellow who took my place as second officer of the Alki was lost on board on Cross Bay bar the Alki is now laid up.

✓

S. F. Cal.
1008 Washington Street

Wed. Jan. 21st. 1885.

I am still
looking for work. The Alki is
laid up so that all hands
are now walking the streets.
I shall try to get on the
Honomohu boats tomorrow if I
can see any chance at all.
We are having very nice weather.
I will now enclose a letter
from Mr. Bobber

Sunday Feb. 8th. 1885.

I am still
lodging at Mrs. Huberts, 1008 Washington
Street, San. Francisco. George Blake
from C. B. who was boy on
board S. S. Alki, and a son
of J. C. Blake is also living
here. Last Tuesday the steam
whaler Thrasher went to sea, I
went down and ran my friend
Mr. Andrew Robison off. He is
second officer and Mary Woodward
is steward.

I am still unemployed, but will
go tomorrow and see Captain
Douglas agent of the Occanee S.S. Co.
and see if he can give me employ-
ment. I have no money and
have to resort to all kinds of
means to get something to eat.
Still I will not borrow if I can help
it. The climate here is beautiful
I have no money and have to resort to all kinds of work
for something to eat. Still I will not borrow if I can help it.

P. 329
start

Monday Feb. 17th. 1885

Have beautiful
weather. So much different than
on the Atlantic coast where they
are having cold and snowy
weather. Have just got over a
sore throat one of my old
complaints. Mrs. Schubert was
very good to me indeed.

Took care of me.

(Put in about mother's prayers
back in New Bedford)

San Francisco
March 12th, 1885.

Dear Cousin
and I consider that
times are harder out here
than they are east.

The weather is something
lovely and this is the only thing
that makes Cal. ~~is~~ better than
east. Johnnie Lombard goes to
sea to day in the Stamboul

(He will be back again)

S. F. Cal.

Friday March 27th 1885.

Some days
ago H. L. Johnnie's youngest boy died
of Whooping cough in New Bedford
He was not a year old and
I had never seen him. He was
named for his father, my oldest
brother.

Little innocent spirit
Rip' wit 745 merit

J. Lombard
Clinton

San Francisco April 10/85

After Coasting, but still hold up my
spirits, and now must say that I have
enough of Cal. Man. Schubert, with whom
I live is very sick, & so what I
can do for her in P. M. S. S. Co

trying to keep things running smooth around
her rooming house

Saturday. July 19th. 1885

A good many

I have been thinking of
the time I spent with
my mother in
London. I again an existence
in Cal. with no work.

about a month and then
went on board the Junia
Hoy, one of the finest
on the coast and
one trip and then came
home and found
my mother and father
again and I have 618820 145 827
1580 827, 140 15821 827

Santa Rosa

through a terrible sickness.

I have seen her and she
asked me why I do it.

I was sick and she
took all the care of me
and I only returned her
kindness. By it I have

and I consider him one
of my noblest friends. 5

Thursday July 23rd. 1880.








Gen Grant - died
this morning about three o'clock
after a long tedious and painful
illness. Cancer in the mouth was
the disease. I consider him the
best known man in the world
as he was also in my opinion
the greatest general of his time.
As a man in every particular
he cannot be denied a great
very great name among the
worlds heroes. Mrs Schubert said
to her this morning who says she
is quite weak.

Sunday July 26th 1885

Central Park is the
place chosen to bury the dead, but the
public in general is greatly against it and
want him buried at Washington, which I
think the proper place. The children
made me a present of 4 boxes
of the chocolate. Weather foggy.

Sunday
Oct. 11. 1885.
A. F.

I go to work as out-side man
for Mr. Frank Nov. 1st, to work
L. Amoaag. the whalers as they
arrive from the Arctic, also
to work in secret for Mr
L. Montee. Wife to Lu and
Mrs. L. W.

42 ~~Me~~ S  02 st   6   liek
6  on 2 m r 

1885.

November 1st.

Start to work today for Mr Frank. Mr. F. keeps a clothing store and deals with the whale men. I work for him more for experience than any thing else, for I am in hopes of doing better by and by.

I shall start a whaling society as soon as the whalers come in, if possible, to do so.

~~Am~~ I am still at Mrs. Schubert and her kitchen. I hope I will never forget. She does every thing that one person can do for another.

Clothing store.

Dec. 13th 1908

Sunday

Mrs. Schubert has gone to Santa Rosa after her little girl who has been at school there a little over ~~three~~ months, and I am left in charge, being bottle washer and cook. &c. I have written two letters one to Geo. Luce and the other to Luc. A. Durfee ^{now my dear wife and the mother of the kids}

I worked first ^{one} month for Mr. Frank and then he got through with me. He is a Jew and he has Jewed me properly. My bill to him was about half my months wages. He charged me \$15.00 for a riding jacket that was damaged and worth about six dollars. Mrs. Schubert, I find still the kind friend

Let NE to SE 64D HE 644D HVE
to 64, 48 64pk. SE in as 1140m
molds, meant the same. SE CRHEED
Very Rd 612 SE As taking. (unclear)

7885-

Sunday Dec. 20th.

Just-finished
two letters one to Lue and
one to my brother U. S. Johnson

Every body ~~just~~ talk of
a very dull Christmas and
I think it will be so my
self. Shall go to Mr.

Weather cool for California.

Sunday Dec. 27th

Mo. 1827 34 43 22 25 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050

My Christmas was spent much ~~more~~ pleasanter than I anticipated. Thanks to Mr. Schuber.

We took a Turkey dinner at the restaurant and passed all-together a very pleasant evening

30 22-02312d 65-1 4n2 p2221n2-

Ind Eth 15- 612 24m Marie

and she give me 2 piece of
c4 c3 n2

I rec'd but one present (that was from Mame and she gave me 2 pair of stockings)

(P. 33) ~~Start~~
P. 33

circle under
ground

Letter to
Mrs. D. H. H.

My Mans
I have
for nervous
ness

Sunday, January 3rd. 1886.

New York

came in very cool for the
Californians, the coldest day
this winter in fact.

Mrs. Schubert, Marie and my-
self spent the day over in
Alameda at Mrs. Hunter's,
where I enjoyed my-self very
much. I was greatly amused
while there in operating the
music-box, which was a
very costly one, the price
being when new \$125.00

Mrs. Hunter gave Mrs. Schubert
some can berries and they are
the smallest ones I ever
saw, not a bit larger than
our box berries

~~Yes~~ Yes Sunday Mrs. Lyons
called from Mrs. Eldridge.
She left Mrs. Schubert disappointed
and now she seems in the

same fix again. She is a
Mexican and at one time
we were quite good friends.
Doctor Belmont told me
that "Tenny" or "winny" five drops
of "Yellman's Bismuthine" on a
lump of sugar was good
for neuritis.

Wrote a letter to Walter L.
Guthman yesterday.

We left 14 Sept 30 12:57 AM, 45°
and it was so much so 3 in
the same times 14 held in
temp ~~22~~ 22.

By drinking clean water
kept in a deep underground
cistern and kept clean, cholera
and other malignant diseases
can be avoided.

Mon.
Thurs.

1886

Sunday, Jan 10th.

Joe Schubert

Tuesday went to Mrs. Matthews last Monday
and was to be back at 10 P.M.
but it was nearly mid-night
before she got home and then she
was extremely nervous and broke
out crying as she entered home.
Mrs. M. had been looking for me
about Marie.

Wed
day

Marie commenced her music lessons
again. Her mother will not send
her back to the convent school
for she does not seem to learn
anything.

Thurs.
Music
Lesson
5th
Jan.

Mrs. Moore called on Mrs. V.
She is a nice little woman and
Mrs. V. wanted her to take Marie
and bring her up if she liked
but Mrs. V. would not agree.
I wanted to get rid of her at 11 o'clock
and then for her to take Marie
at and Holly. She will have
them up to her room the week
in her room.

Friday.

Mrs. Schubert sick

Mrs. Schubert had a touch of her old trouble "inflammation" and was in terrible pain for awhile. Mrs. Ben theme being dead at the time she helped her to get and did not she come to alleviate her pain and

Saturday

in the evening she had the doctor. Sarah Althea Hill or Sharon has just married George Long. She has caused great notoriety in her connection with Senator Sharon of whom she tried to get money and his name

Sun.

Mrs. Schubert much better. Have been in the house all day.

How to make cord

Pieces of card with four pieces each clipped put together to represent ears and stitched to card with no plumes made to look like insects on the upper bar. Eyes black beaded plums with small pieces of round paper under them make ink marks on present

Sunday, Jan. 7th. 1886

Monday

Dr. Delmont

came and made an examination
of Mrs. Schubert today while
Mrs. Benichene was here

Tues. 13

Mrs. Matthews

Mrs. L. Marie, and my self went
out to Mrs. Matthews and spent
the day. I carried some paints
with me and painted some vases
and two rabbits on an oil
painting, for her. Enjoyed my
self very much.

Weds. 14

Fixed a ~~image~~ for Mrs. S. according
to Dr. orders. Weather Cloudy
and rainy.

Lat. 16

Schubert came
home.

Mrs. S. and my self called on
Mrs. Edwards tonight while Lillie
Nichols stayed with Marie.
and soon after we got home
Schubert came.

Sun 17

Have had rain squalls
all day.

1886.

Sunday, Jan 24th.

- Mon. 18 Cut two muffs and a purse
from some deer fur or skin
for Marie and Mrs Schobert
- Tue 19 Marie's birth day. I visited
the Dr. today.
- Wed 20 Heaviest storm prevailing known
for many years. The
Lock road called this evening
- Friday 21 Foggy. Received letter from Luc.
- Sat 23 A very heavy rain fall.
- Su 24 Still cloudy.

1888.

Sunday Jan, 31st

Mon.

Weather pleasant. Feel really tired from walking about the city in quest of work. The excitement of the day is that a Chinaman has killed ~~and~~ a gentleman and his wife in cold blood at Petaluma or near there.

Tues.

Wed.

Very foggy

Thurs.

" "

Frid.

" "

Sat. 6th

Saw Capt Hunter this morning. He, his wife, and his little boy, Tommy, need to board with Mrs. Schubert. Now they are living at Alameda.

Feb.

Capt Store and family, ~~are~~ who has been living in Mrs. Schubert's house sailed today for Andover. They were state of Maine people.

Sun.

Mr. Schubert and I have been preparing the lower floor for their next tenant.

Feb
S.F. 1886.

- Mon. The first pleasant day for a long time.
- Wed. Gen. Hunter died. I left a farce running and the bowl got full of water and run over on the floor and wet the ceiling through, and I did not Mrs. Schubert give it to me with her tongue, but I could not blame her.
- Thurs Mrs. Lockwood spends the evening with us. She is a teacher to the Chinese and very eccentric and peculiar, but a fine player on the piano and entertains us that way.
- Friday Mrs. Lathrop cut eighteen times by Mrs. Kerrigan, Cause jealousy.
- Sat. 6
- Sun. 7 I have been in the house all day.

Sailed
2 weeks
ago

Sunday Dec. 28th 1880.

Two weeks ago today I shipped on board the "Steamer Bonita" with Capt. Hunter, who kindly came up for me. I have made two trips down the California Coast. And, will probably sail again on Wednesday.

~~Will sail again~~ ill again ----

WED ID MAY - 1880 - 1881

TH M

Mrs. & Mr. called this evening.
Marie and Mrs. Schubert went
to Mrs. Edwards.

Steamer Bonita

Steamer "Bonita" Capt. Hurley,
At Santa Rosa Island. April 2nd / 1886.

Since I last wrote I have
been on the above steamer run-
ning on the Galapagos coast.

March 31st; we left with a cargo
of piles and lumber and the

1st of April we stayed all night at
a beautiful little place called "Santa
Barbara"

2nd of April we left Santa Barbara this morn-
ing and in two hours we
dropped anchor close to the
beach at Santa Rosa island.
We got twenty piles in the
water, lashed them together and
started to raft them on shore
while quite a surf was run-
ning. At the second or third
breaker the lashings ~~cast~~ broke
and the logs commenced to
pile one on top of the other and
the five or six of us narrowly
escaped with our lives fortunately
having only a few bruises on
our shins. Wind blows from north.

Sat. Apr. 3rd - Sea and wind "heavy" making
the road very considerably, while
discharging our best load of
heavy guns etc. etc. then return
on my leg and and I
narrowly escaped a broken leg

Sunday April 4
The day is beautiful and we
have a good day for discharging
our lumber and merchandise. I
leg lame but managed to keep
about work.

Mon. April 5th - - - - - very same
and compelled to stay up with
it. The day - Santa Rosa island
at 3⁰⁰ p.m. calm weather.

Tuesday - April 6th - - - - - Fooled around
all day but did not
do much. Arrived at San Pedro
last night about 11⁰⁰ p.m.
Men employed in scrubbing plant
work as it is winter and
there are no sheep for us
to day.

1876.

Steamer Idaho.

Sunday, April 18th.

Arrived in San Francisco in the Bonita a week ago last Friday and the same day the second mate, myself and two others went on board the Idaho in dry dock. The following Wednesday

we left the dry dock and came to Broadway street wharf. Captain

The same day soon I went to the dock about 10 o'clock and he told me it had been about 10 o'clock from the time I stayed at home until Friday morning when it came on board and at about 10 o'clock we started with quite a large crowd of passengers. Today is fine and mild. Not much change in temperature, but it is growing hotter at the same place.

copy
of the
Steamer
Idaho

Exposition
Chicago

Tuesday, April 20th 1886. 9-11 a.m.

We have just left Seattle at
which place we arrived about
one o'clock. Last night we were
at Victoria and were busy
all night discharging our
merchandise. Bound now for
Tacoma. Weather rainy and thick.
Captain Hunter left today yesterday.

Wed. April 21st.

After a rainy
night it came in fine and clear
left Tacoma about four this morning
and at ten we stopped at Port
Townsend for a few minutes to
take on some a very little freight
that we overlooked when there before.

We have now just passed "Walker
Pass" on the coast range and
the land ^{on} each side is beautiful
especially after a much drier weather.

Calcutt
Sept

Victoria B.C.

Sunday April 29th

Dear Mr. -

writing. ^{we} I have been at
Nanaimo and took in a load
of coal while there I went
on shore and visited the coal
mine which was near the
beach and is situated at
~~in depth~~ deep below the level of
the sea. I look down and
could only see dark men
and the men coming up from
their work and others going
down. This morning we left
Nanaimo and this noon
arrived in Victoria which
seems like Sunday as the
people are not working
today.
Weather fine.

Good Morning

Good Evening

Steamer Idaho, Puget Sound, Sat. April 30, 1870.
We were just off the wharf and are
on our way to Portland, Or.
The weather is beautiful all we could
desire. The sailors found what seemed
to be a chew of tobacco in their
bread, and showed the same to the
Captain. The baker seems a very
dirty fellow and was probably
at discharge in Portland.

Portland, Or.

Arrived here last Sunday and
finished discharging today.
Went on board the Oregon and saw
Mr. Jones this evening.
Our baker was discharged the other
day and now we have a
Chinaman

May 8, 1970. 1:30 a.m.

Columbia River.

We left the boat at 1:30 a.m. and went to
night about 1:30 a.m. with some
bright and quiet a lot of
passengers. At midnight we
anchored and were in
morning in daylight.

There is a little bit of
water in the bay in which
I saw a small amount of
this small creek. For there
was with a small amount
on the left side of the river.
To San Francisco. We are the
last of the small and it is not
very small.

Steamer "Idaho" passage to Alaska.

May 6th. 1886.

Since last writing have been to Victoria
Port Townsend and Nanaimo and
Departure Bay. Left the latter place

about
P. 341
last night about ten o'clock and
have got along nearly to the
northern extremity of Vancouver
Island. We have a small schooner
in tow along with considerable
The weather has been cloudy
and calm and we have commenced
firing the mountain looking
glacier and copy with them
and then we arrived at the
mouth.

May 7th. 1886.

It rained last night but
because of this morning and the
sun coming out we have had
a very good day. I saw
one fish through the microscope
when we passed the mouth
of the river and about 1000 ft.

which

looked down from the mountains.

Work. One of the strange things
which we noticed was that the
wind came every afternoon in the same

Saturday, Aug 15/18

Last night we had a squall after
squall of rain but it cleared up
pretty fair this morning. At 10
Langus this forenoon we met
a boat with several men on
board. We arrived in at Point
Fox at 1-42 this afternoon and
discharged the freight and
left at 5-30 P.M. Several of
the cabin passengers went
on shore but as it was a
very uninviting place they did
not stay long. It consists of
two or three buildings situated
at the foot of very rough
looking mountains. The inhabitants
of which there are about twenty

are employed in canning fish and
trying out the oil.

Sunday May 21st 1906 - 4-30 PM
We had a good time in the
evening and the next morning when
we dropped anchor at Fort
St. Lawrence. The day was a hot
one, but the night was cool for it
consists of a couple of dozen
in wooden shanties arranged
around the fort. We found the Patterson school
here. The school is a small
one but it is a fine one.
I had a great time in keeping
the strange passengers away from
the canoe when the sailors had
just gone ashore.

Monday May 22nd 1906.

This morn-
ing at one o'clock we got
up anchor and we are now
about 10 miles just approaching Inman, Alaska.
The strange passengers which we
have are a number of men.

important men are with - back.
woods men and the life
make them very happy but pleasant
they are always very kind
the average American seems to
be fair opinion must

He is an English man and
they are always after him in
some manner. "Monday" can
tell of him putting a rope
about his neck & saying they
were going to hang him.
The same man was, the same
day, at 10:00 and the 11th

Tuesday May 11th 1886

I can hardly realize that I am
away up in Alaska, the weather
is beautiful and fine and every thing
looks like summer but the top of
the mountains which are ~~the~~ white
with snow. I have seen Juneau
and it is like the other places we
have seen only a little larger
this really a mining camp and
that is all.

This morn we crossed over to
Douglas I. and now 4 PM we are
just leaving the island. Most of
our passengers have gone on shore.

Wed May 12th 1914

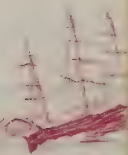
Continued
This morning at about four o'clock
we anchored in a bay on the northern
side of the island. The bay is a
glacier. Great huge pieces
kept falling from it all day.
The passengers went on shore
I have a day's work, but it
being rainy weather the exploring
was cut short and about 11 AM
we moved up anchor and started
our way through the field we
cut of the day. We have
just now passed Cape Lisianski
which is in the Pacific
ship rolling.

End of page 10

Sitka, Alaska.

Thursday, May 13th 1886

Last night
we had stormy, rough weather as
we had to sail in the
Ocean a few hours. It rained
in Toronto. We arrived in Sitka
a little after four this morning.
~~From the ... and ...~~
~~the ...~~



Sitka, Alaska.

Friday, May 14th 1886.

We left Sitka this morning at 11 o'clock and arrived at the above place at six P.M.

In this place they have a nice pier and built a large fish-oil factory, belonging to the "North Western Trading Co." There are twenty houses or more and it has more the appearance of industry than any place we have been in.

The usual crowd of Indians men, about the wharf some of them being Eskimoes, painted faces. They sell whale ribs - much of the own manufacture.

Juneau, Alaska

Saturday May 15th 1886

We left Ketchikan last night at midnight and arrived here at ten this forenoon.

Several people go back with us who came up here on the boat this trip and they seem to be disgusted.

with prospecting and I do not
blame them as everything looks
dreadful enough

Sunday May 16th

We arrived at the mine in the
after-noon at 2-16 and left again
at 4-30. All night and today
it has been a continuous rain
and we have come last night and
this morning with much wet mud
and rain. 6365 6364

Thought captain H. 618 very much with
Mrs Dykman, resting her hand on her
knee and she is very much

Monday May 17th

We had another night of rain
and today we have squalls of
wind and rain both. We went
in to the Longue mine this morning
and left this afternoon.

Tuesday May 18th 1886.

Still cloudy but not raining. Found an Englishman hurt his ankle and I ran dressed it with Vaseline, some that Mrs Schubert kindly put with my things. It seems to do a deal of good. I being reading with the first book and the passengers gobble it ~~it~~ up and take it to the ~~first~~ ~~captain~~ cabin, where they enjoy the reading.

Wednesday May 19th 1886.

This has been quite a sunny, pleasant day and the steamer has made quite good time. We will reach Wananam about ~~ten~~ this evening. Mrs Dykman gave me some verses written by Mrs. Loop, one of the passengers. She expresses her thanks for favors received on board, and mentions the Captain, Pilot, Peaser, and myself. Mrs. Harvey gave me a novel while I was at the

Monday Feb 10

Thursday Jan 30. 1881

At five this morning we left the
anchorage and went out
to our passenger boat, on board
the "Queen of the Pacific" bound for
San Francisco. We say on board
the boat the weather is pleasant
and the night is a fine one
with a light breeze and a
few clouds.

Friday Feb 11

Leaving the harbor at five o'clock
about the first of the morning
we made good. There has been a
good deal of snow on the hills
and the snow is very thick
and the snow is very deep
and the snow is very white
and the snow is very soft
and the snow is very light
and the snow is very fine

1916.

~~Wednesday, July 26th~~

Left Brownsville at 1:30 pm
and arrived in Victoria this
morning at 10 am, and left
for Astoria in the
"Queen of the Strait" at 11:30 am
and passed on a few islands
ago.

Astoria

Sunday, July 26th.

at 11:00
o'clock today we are off the
bar and the steamer has
very much more to handle on
the pretty well. The captain
said we can see some time
though the captain would not
acknowledge it to a young man
who pointed out the mountains
for the captain to see. It
was so.

Star p. 345

Astoria, Or.

Monday, May 24th 1880.

The men have been employed all day in painting and cleaning ship but tomorrow they will work coal for we have to discharge three hundred tons. Tommy the Captain's child has been on board all day and after dinner I made him a kite and we went and got it up. It drew considerable attention.

Tuesday, May 25th

We left Astoria this morning at four o'clock going for Portland. We sent Gabriel and Bill Tucker to the Hospital, telling the men not to get into the other not crushed foot.

Wed. May 26th 1885

Commenced

at 10 o'clock in the morning at
which place we arrived at about
the 11 o'clock. Received only
one letter from that place since
Monday. I really enjoy myself.

Sunday May 27th

We left Portland last night
and crossed Columbia river
on about one o'clock
and morning. There about
forty passengers on board.

Monday, May 28th

We arrived at Victoria B.C.
this forenoon about 10 o'clock
and left the afternoon at
5 o'clock for Port Townsend
made the acquaintance of
Mr. Nicholson who is going
to Alaska in the

... of the ... The
... and a
...

... June 1st 1884
The ... ~~captain~~ ...
was discharged this ...
and the captain appointed
me in his place.

Wed June 2nd.
Left ... this morning at ...
o'clock and are now just entering
Seymour Rapids ...

Thursday June 3rd
... pleasant
... moderate and passengers
... to enjoy their ride
... much. We are now
nearing Millbank ...

1886.

Friday, June, 4th. 6 P.M.

We have just left the Tonga fisheries, but being asleep did not get up to see the place. Have had a beautiful day which the passengers have all appreciated very much as it gives them a chance to see the country as we proceed along.

Captain Hexter 3rd Live Knaben met
62 years ie he named 63lt
Mrs. Schis-bert 6h 3l 3 212
then. It times he so very
excitable ind. cross, It 4lt
13m 20 the 4pp4 est
He has been 1 friend to me

We have been to a place called Cape Fox
 to-day and we are now ^{at} ~~at~~
 just arrived at Loxing with the
 mail.

2. 1886
1886
Tuesday June 8th 1886.

We ~~the~~ arrived
in Litter this morning and the
weather being pleasant we had
a splendid view of all the
surrounding country especially of
Mt Edgecomb which is very lofty
and covered with snow. It is
an extinct volcano.

This afternoon it commenced to
rain. I made two trips after
fresh water just as it came from
the mountain. We filled one boat
and towed it with another.

Friday, June 11th 1886.

Yesterday we
~~were~~ at the Glacier, and as we had
beautiful weather, every-body enjoyed
them selves very much indeed. It
was indeed a grand sight
never to be forgotten. Mr. Jacobs
"the freight clerk" and myself had
our pictures taken. I stood beside
a huge piece of ice that was
stranded on the beach with the

glacier as a back ground, and
the ship's boat just behind
me. This morning about four
we arrived at "Luneau" and
Mr. Partridge the photographer will
remain to take the "Ancon" to
Sitka again, and then stay
there until we return.

~~Albion~~
~~Albion~~
~~Albion~~
~~Albion~~
"Miss C" being the younger sister
left and went on shore,
Albion is very small and
the Albion is very small and
the Albion is very small and
back and forth.

Yesterday, the Albion
view the town up, the Albion
crunch, or having
in the town.

Saturday, July 27th, 1880.

Voyage of the steamer from Portland
to ports in Alaska, and return

By W. C. Johnson 3rd

Friday, 27th

We left Portland about ten this evening
and proceeded toward Astoria, at
the mouth of the Columbia river.
Plot Hoyt had charge and while
we were on watch together he
told me of his little boy who
was, some time since, and
seeking employment and he brought
it to me and carried it through
his long vacation.

Saturday, 28th

In Astoria we arrived while
it was raining and we did
not stay long. We left
about ten for Canby, where was
a fishing boat on which we left
the dock about 10-10 am. but not
until we heard that the Bark
W. H. Bess of Warham had
been wrecked just off Cape
Disappointment.

Our course brought us within
into miles of the land. The sea
seems to be a blue wash
only a few of the spires
and a portion of the tower
being seen.



Bark Wm. H. Beebe, wrecked off Cape Disappointment.

Sunday, July 30

We sailed up the Pacific coast
to Puget Sound, Gulf of Georgia
and arrived at Chanaias this
evening at 6 o'clock. We met
a bark coming to sea off Cape
Feather, and several vessels inside
the Cape. The bark was very
run and was a pretty sight

included. I only father on
board has three boys and one
girl and to watch them
play and tease each other
is indeed (attractive) to me
the youngest one seems to
be the brightest, but they do
tease him dreadfully.

Although Captain Hunter his old
my presence, he sometimes tells
me 95282, 1440 speak-up 148
21488 bitch it 13me
not speaking for a while

Wed. July 28th We got in Victoria early
this morning from Port
Jennings and left this noon
with nearly a hundred
tourists on board.
They seem to be a very
agreeable crowd, but will
be able to tell later on
the main feature

Thursday, July 27th 1876.

The morning with a squall, came in a little cool, the ~~the~~ ^{the} shopping from 63° to 65° during the night. Capt. Sledge, a government inspector who sails in the steamer came to be on our good terms with the captain. He is a Long Islander, is both tall and raw boned with a red complexion.

Like him quite well and he always treats me with the greatest respect. The crew are others who dislike him and say that he is meddling some and interfering with other people's business. Perhaps he does, but I think he does it harmlessly.

10

1917

We arrived at the T. & C. train
carriage at night and disembarked a
little later and then proceeded
to Torino where we arrived at
seven A.M. I was more immediately
convinced and the passengers proceeded
to go on shore.

Then the vessel was anchored here
and some numerous canoes, about 10
It was a lovely day, I saw
all ready to go ashore, I found
landing, some of the
people, and a number of
Indians, but back and forth
around the bay, I saw the fishing
on bank of small river which
were perfect rapids, salmon
being marked, called and passed
by. I saw some small fish like
mackerel, Porgies & like all
the fish. Boat with Captain & 2
boys through the rapids and

meets the lake, then fishing
with their poles just plenty, but
the road and make barrels.
Cooper young German with
Indian game and lake.
All are bound again, I am
not about distance to
Cory, just wants home,
with his boys, when the
passage through river on
Indian lake, and with his
pilot as such. The big Native
Haw grants a place for Steam
Boat, but clearing around,
just starting about of
for Strangel.

Aug. 11th 1886

On return trip, around at
~~L. W. Lewis~~ Lewis, Granville of
Can. Lac. Karlson, born this
Autumn; Carpenter, who has
many more. Some passage
get of to Lake Lewis

Thompson
just a small
ground

Peasants could not take
any more land. They
to put sheep and goats
up.

Sept. 1st

In Portland,
Oregon

Left the ~~home~~ and came to
San Francisco and will take
passage on Steamer San Jose
for New-York via Panama and

did not leave in Sept. ~~was in~~
Sunday Sept 1st 1886

Have not left yet. Still at
Mrs Schubert's who treats me
very kindly. We had no visitors
and experienced a quiet Sunday
until Mr. Leen came in the
morning and stayed a little
while. He came with Mrs. S.
is a peculiar character, age
about sixty, "a pole," great
traveler, master of several
languages, not listed. For years
was a custom house officer
now a janitor at a public
school. His face is somewhat
disfigured, is lame and compelled
to use a cane

Tuesday Oct. 12th. 1886

Rose at 6-30 A.M.

Mr. Ravnicroft called this forenoon. This afternoon took a walk and saw Charlie Weaver, who is an old school mate.

Mrs. Schubert and my self made a visit to Mrs. Matthews found Mr. M. at home with a very bad sprain on his hand and his daughter Bertie is bed ridden a cold. Mrs. M. told me she was very fond of Maple sugar - 510 Guerrero street. S.F. Cal.

S.F. Cal

Wed. Oct. 13th

Mrs. C. has one of her old nervous spells. Today I started to fix a chain for with some seal skin she had when suddenly she pounced on me. I was taken aback at first. Poor woman I pity her.

Sticks 87. Oct - 2

Friday. Oct. 15th. 1886.

After bidding my many friends
good by I am now on the
San Jose ready to start for
home. Found the Porter to
be one that was on the Idaho
with me in Alaska. His name is
Coleman and is a native of Brooklyn N.Y.
Also found several passengers who have
been on the Idaho last spring
and are now returning home

Tuesday Oct. 19th. 1886

Passengers also very much amused
at the stories of the little
children one a little Spanish
girl and the other a little creek
boy. They play just like two
little cubs.

(Pictures in another log book)

Wednesday Oct. 20th 1886

While talking with one of the passengers last night I was surprised to hear him say that he had been living at Mrs. Somebody's for quite a while, There's was two houses from Mrs. S.'s

His name is vital and he had lived there over two years

Must write to Mrs. S. of him and of what she says of the

Weather growing warm although we have got a cool breeze today

One man among us steering passengers is 6'6" high. He is from Indiana and the boys continue to have lots of fun out of him. He seems very simple, but is not so.

Thursday, Oct 21st 1886.

Last night we dropped anchor in front of Mayaguez, distance from town about five miles. Several of the passengers went on shore and came off at noon. The worst for drink. The town looks like most any old Spanish town low flat roofed houses with plenty of yellow paint. The French steamer Alexander lies near by.

The usual people make friends on board ship and not being different from other people I have already made two. and we stick pretty much together. One is a young man named Grady who is from USS Pinta stationed in Alaska in the navy his name is ~~now~~ Wm Jello. He has served his term and is now bound home to Lynn Mass.

The other is a rail road man from Indiana, though he has been in Cal. a long time he goes to Panama to look for work. He is full of fun and makes things very jolly.

Friday Oct. 23rd. 1886.

Left Mazatlan yesterday just after twelve o'clock and arrived at San Blas just about day light this morning. We can see only a very little of the town as a breakwater hides it, but the surroundings are very green and pretty.

Sat. Oct. 23rd.

We arrived at Manzanillo this morning at eight o'clock and a very picturesque little place it is.

Monday Oct. 25

At Acapulco last night at ten o'clock. The harbor is entirely land locked and is very pretty. The town boats with fruit and shells are hovering about the ship.

Wed. Oct-27th 1886

~~Yesterday~~ ~~Today~~ we had quite a breeze
and heavy sea and to the
old sailors there was lots
of fun, just at dark the ^{the ship}
gave a terrible lurch and
to see the people tumbling
about was indeed comical.
One young lady who sat
near me, grabbed me suddenly
by the throat and cried out
"Save me, save me" and
since then the boys when they
see me all cry out "Save me".

Thursday Oct. 28th "86

Today the weather is very pleasant
and comparatively cool. Made a fancy
~~made~~ lanyard for Mr. Roberts the
second mate, to put over his water
gourd.

1886.

Sunday, Oct. 3rd

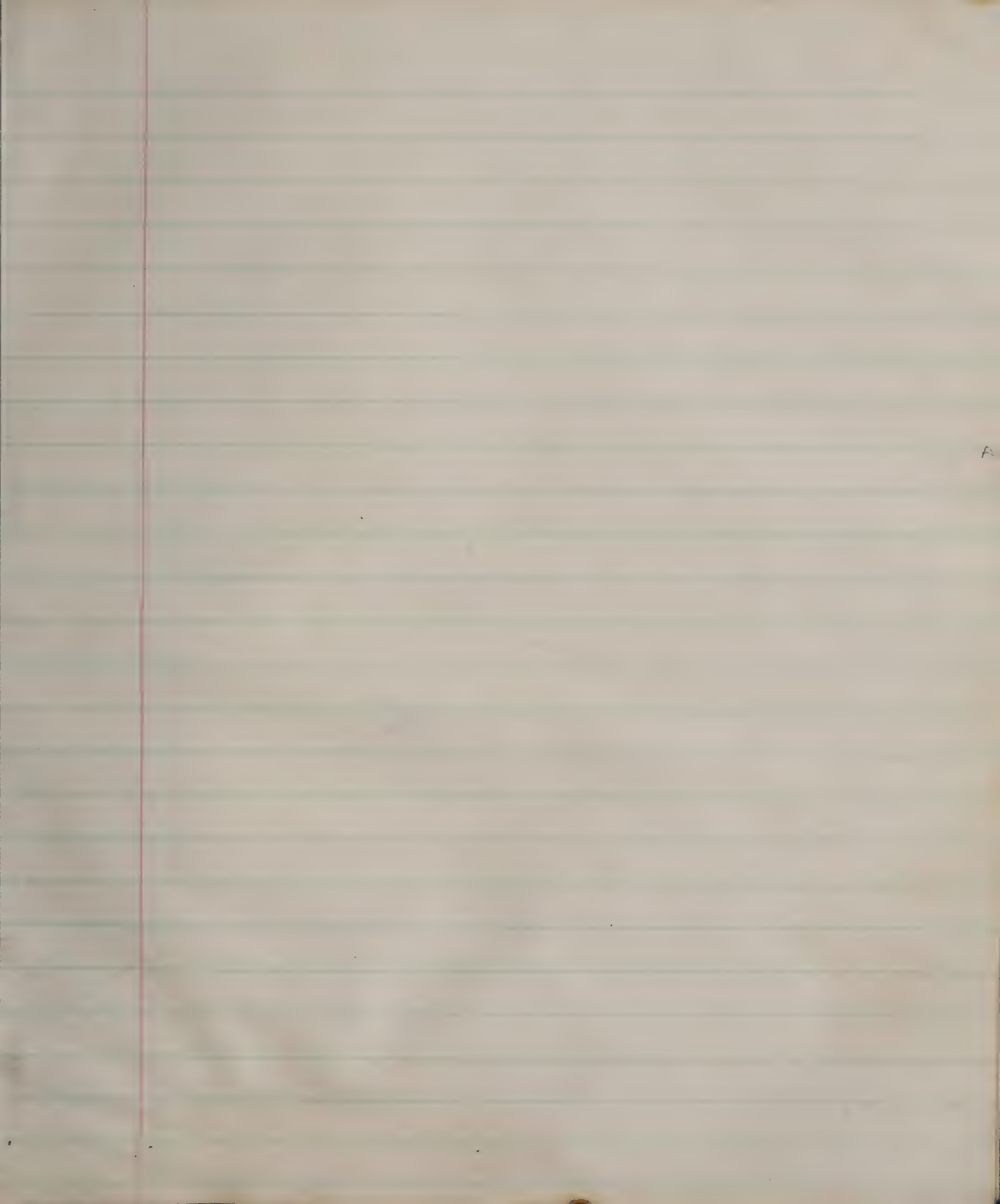
Panama is now on our port-
bow and we will be in
port inside of an hour

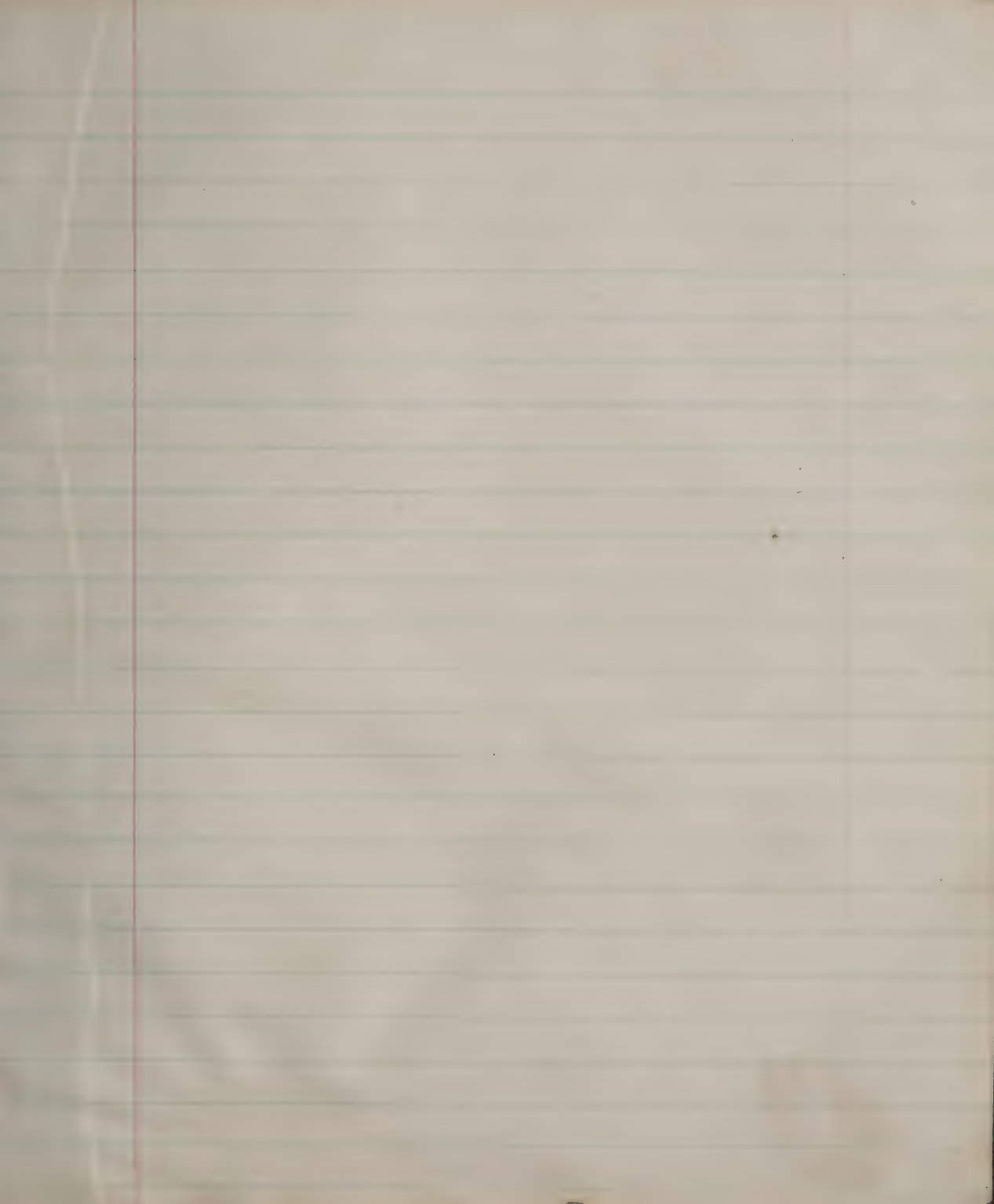
Some of the passengers are
to try and stop in Panama
which will be difficult as the
passage to N. Y. is thirty
and considerable more to Panama
and the officers try and have the
passengers go straight through

- Mon. 6th -

Last Sunday afternoon we
went on shore and to the train
for Aspinwall, and then took
the steamer "Newport" for N. Y.
which sailed at 9 P.M.

Crossing the isthmus we had very
rainy weather and it being so
dark we did not have a good
chance to see the country
There are small villages all
along the line inhabited by blacks
with once in a while person among
them





A Society for the Benefit of the
Whalmen of the United States;
consisting exclusively of that class of
people

Before I start to give the ~~truth~~
details objects and aims of the above,
let me mention how far I, ~~my~~
~~self~~ wish to be concerned in the
above society. In the first place
I am no whalman, but
a native of New Bedford, which
accounts for my knowledge of the same.
I will not ~~yet~~ start with a
lie and say I do not expect
any benefit from such a society
but will tell the truth and say
that I intend to get all I ~~can~~
can honestly can. This will be no
scheme to make money and I
as founder and manager of the
Order shall expect to be paid
merely for my time, devoted to
the good of the members while
they are on shore as well as
at sea.

The one grand object of the
society will be to
I wish to have this society
different from any other in the
United States, and will make
it so with the cooperation of
the seafaring captains and officers
and men I shall be much their
manager, and as such shall
work for them to the best of
my ability.

As a body, going hand
in hand, the seafaring fraternity
will have many advantages, by
~~forming~~ a society of this kind
and I can only wonder that
such an ~~thing was~~ never ordered
was never started years ago.
There are other societies which
many of our seafarers belong
out those that will meet the
approbation of all ~~one~~, ~~at like the~~ ~~kind~~
that I propose to organize, ~~as~~
~~they will see by~~ ~~reading~~ ~~by~~
~~looking~~

as the reader will see by a careful
perusal of the following.
all laws of the Society ~~shall~~ be plain
and simple that all may under-
stand them — about ladies in

~~The~~ New Bedford
Object of the Association

will be to give comfort and
help to the whalman while on
shore, to help him to position
in good ships, and lend him
all material aid in that direction

The Lodge to have a Club room
furnish ~~as the~~ ~~with~~ ~~as~~ ~~much~~ as
the Society sees fit ~~in the~~ ~~down~~ farther down

To allow a certain sum for ship-
wrecked whalmen members, to those not
making enough to pay their expenses
about a voyage, and to those who
are sick, and at a death of
any member a certain amount to
go to the nearest relative or such
person who may be ~~so~~ designated
by said member on joining the Lodge

~~Member~~ After the expiration of
a number of years each
member ~~to~~ will be entitled
to a dividend, which will
increase with time.

For conducted

I first intended to ~~propose~~^{Adopt}
two lodges one in S.F. and the other
in New Bedford, but S.F. being the
only place where several vessels
are fitting for sea at one time,
and consequently, more or less of
~~members~~ with the ~~members~~^{whalemen} would
always be together to enjoy the
privileges of the lodge, and to
conduct any business connected
with it same

Of course, a Manager, ^{a person} ~~who~~ ^{who}
stays ashore, will be needed to
conduct all business pertaining to
the lodge, and he will be
under the orders of ten ~~at~~
~~directors~~^{members}, to be chosen by the
~~members~~. * majority of the members
present at the given meeting

A President to be chosen by and from the ten directors, who in conjunction with a majority of the ten d—— will have full power to make or brake any law of the order not acceptable to the members, ~~being~~ but to always have a hearing with the Manager before coming to decided ~~from~~ opinions. As no founder ~~the~~ he ~~will~~ claims the right to interfere between right and wrong, only.

Any objectionable party will be removed by ballot, ~~from~~ the ten delegates.

All ~~funds~~ dues &c ^{paid} belonging to the Lodge will be so invested that the manager can only use the money as the ten directors may direct so that there will be no individual control of the funds.

To become a member.

No questions will be asked about previous character of applicant, ~~and~~
~~the conduct of all members must~~
~~show for its self if wrong~~

The manager will have the right to swear in new members but not the right to expell them, All such members will be expelled to ballot at the first opportunity of calling a meeting

~~Persons~~ ^{Persons} of all ages ~~and~~ can join the society

Any expelled member to be taken back only by paying ~~the~~ a double initiation fee.

All applicants must be whiteman, but if leaving that profession, they still remain members

all members must pay an initiation fee of \$10.00 and monthly dues of two dollars \$2.00 and to be promptly paid

What members will derive

The benefit whelmen will derive will
be ~~the~~ the amount of dues ^{each member has} paid
into the society; which is \$24.00 ~~per~~
dollars a year, but after being
a member five years they receive
a small dividend, which is
increased at ten years and
also at every 5 years, providing
that the said member has never
had to draw on the society's fund

If a member dies all of the
dues he has ever paid into the
society goes to his next relation
or such person or persons as
the said member may designate
at the time of his joining

If a member is ~~not~~ married
at all he is entitled to half the
dues he has paid into the ~~ge~~
fund. Society.

If sick and needy he ~~will~~
or a member has not made
enough on the voyage to pay expenses
he can draw ~~half~~ ^{quarter} of his dues.

Each member will be entitled
to enjoy the comforts of a club
room, where every thing shall be
done in the accommodation of
all. All members we deserv-
ing they shall always have
good opportunities to make
such friends as can help
them in their profession.

The initiation fee and
interest of dues will be ~~in~~
used to defray expenses

~~In the second year of the~~
~~After the Lodge Society~~
~~get a start I would~~
~~like to have the wives~~
~~sisters and mothers of the members~~
~~whenever to form a similar lodge~~
~~of which all the members can~~
~~appear freely at the meetings~~

Finance Committee
The Directors of which two will
be ten, will be chosen by the
members. One of which will be
chosen as president. The duty
of the Directors will be to see
that all business is conducted
in a proper manner, and
to carry on all business of the
Lodge. And all the questions
must be decided by the
Directors.

The Manager

Will have control
of all every thing pertaining to the
Lodge, making at all times under
the order of the Directors.

He must do all in his
power to benefit the Members.

And such duties as may
be decided on at the meetings.
Hoping this will meet the approbation of all friends
of the Whalmen, I will close sign myself
H. C. Johnson

~~1. S. Any remarks written for the~~
My suggestion thankfully received

27 = "

27 = "

27 = "

27 = "

Birth Day of
 Miss L. A. D. 37th Aug.
 " R. A. S. 6th Nov.
 " Sue M Lombard 11- Sept.
 Mr. Willis Hathaway 18- March
 Mothers 11 Sept.
 Chas. S. Johnson 22 Aug.
 Horace B. Johnson 22 Aug.
 Charles Anderson 8 March.
 Mrs. H. L. Schubert 12 June
 Marie Schubert 19 Jan.
 Miss Alice Johnson 18 Oct.
 Mrs. Capt. C. Hunter 17 May
 Mrs. Maria ^{Anderson} Smith 2 June 1875-31st
 Mrs. Duffee 1 July 1880-1882
 Miss Fanny Benchem 9 Oct. age 24-1885
 Grandfather Herman 28 Dec (age 90 1875)
 Capt. Hunter 2 April
 Henrietta Clinton J. 2 May B. 1870
 Geo. Augustus J. 3 Sept. 1871
 Albion Clifford J. 24 March 1873
 Joshua Bishop J. 7 Jan. 1876
~~Mrs. Horace B. Johnson~~ 7 May 1886

A GOOD VESSEL in all respects, as to strength of construction, beauty of lines, carrying, and prospective sailing qualities, is the schooner Mary B. Wellington, now on the stocks at Mr. John W. Howland's shipyard, south of Eddy's wharf. She is 145 feet long over all, 32 feet beam, 11 feet deep, and will carry 500 tons. Her floor is flat, having only three degrees dead rise; her bows are like a knife, and the stern will sit lightly in the water. Her model is the same as that of the Z. L. Adams, which has a splendid reputation for sailing. Her frame is of white oak of extra weight, cut on Mr. Howland's farm at East Freetown, and her ceiling and planking are of Southern pine. The keelsons are of Southern pine, 45 inches high and 26 inches wide, and the well-room has 7-inch posts with 7-inch oak plank at each side built up to the deck. The deck-frame is very strong, containing an unusual number of horizontal knees. Besides being of excellent material, the hull is strongly put together, square-fastened, thickly treenailed, and every treenail going through plank, frame and ceiling, and wedged at both ends. The ceiling is three inches thick at the keelson, increasing to seven inches at the bilge. The cabin is to be neatly and handsomely finished by William Robinson. One of her peculiarities is a new experiment of Mr. Howland, who is determined not to have her one-sided, as most three-masted schooners with a centre-board are. Some have the centre-board placed forward or abaft the mainmast, making them steer gripingly, while a larger proportion have the centre-board at one side and the mainmast on the other, which causes them to come about more readily and lie closer to the wind on one tack than on the other. Mr. Howland obviates all these defects by stepping the mast on the top of the well-room, with heavy oak straps extending through the deck and down to the keelsons. The figure-head is a very handsome piece of carving from Hastings & Gleason of Boston. It is a life-size statue of the lady for whom the schooner is named (wife of one of the owners) as a herald or bearer of dispatches. Dressed in skirts that reach to the ankles, she stands in a graceful position with the right foot well advanced, and a representation of a compressed roll of paper in the extended right hand, as if eager to deliver it on the moment of arrival from foreign shores. There is just enough of gilt ornamentation to give the figure a lively air without being gaudy. The vessel is to be sparred by Johnson & Howland, rigged by John L. Olstein and Job Almy will make the sails, and it is expected she will be launched on 20th inst. She will be commanded by Capt. Robbins, late master of the Z. L. Adams.

OBITUARY.—The death of Dr. C. L. Spencer of this city, which occurred at his late residence this morning at 1 o'clock, removes from our streets forever one who had become a familiar presence and will cause in many homes a thrill of sorrow, because of the esteem in which he was held for his susceptible sympathy and professional skill, standing to them as a shield to turn aside disease, and ward off death. Dr. Spencer came to this city at the age of 29, and by unremitting toilsome attention to the ever clamorous demands upon his services for the past thirty years—had indicated in his bearing for recent years, the premature pressure of an age he had not attained, and to his observant friends and patrons for months the decline that has terminated his earthly career. By date of service he ranks among our senior practicing physicians, and by the claim of the sympathy of his nature and attained skill in his profession numbered in his practice a constituency equaling either of his cotemporaries. The regret of the multitudes of the poor and the weak who remember his oft unremunerated assistance is his most eloquent obituary and the faintness of heart caused the feeble and the suffering by this notice will be a sincere eulogy and epitaph. Dr. Spencer was born in Canandaigua, Ontario County, New York, was educated at the Academy of his native town, graduated M. D. at the Albany Medical College, at Albany, N.Y.; succeeded to the large practice in this city of his uncle, L. L. Fleming, which practice he speedily augmented by his early diligence and manifest ability. He was a pew-holder in the North Christian church in this city, where his presence was given whenever professional releasement would permit. He leaves a widow and two sisters of a family of six survive him. His funeral will be observed from his late residence, No. 59 Pleasant street, on Wednesday, at 12 M.

We had a delightful drive to the Horse Neck on Thursday. The Ocean House has a liberal patronage; forty dined there last Sunday and twenty-six one day this week. Hon. Abram H. Howland and Thomas Tripp, Esq., of your city, are among the permanent guests. The former has just brought here an elegant new sharpie. It is a large one, handsomely modelled, cat-rigged, centre-board, half-decked, with watertight compartments. The Ocean House is not more than ten feet from extreme high water mark, and from the sand beach to the piazza floor is a mass of coarse gravel nicely graded.

Mr. Wood is paying a drive-way from the beach to the stable. This house has an excellent reputation which cannot be written of the only other public house at the House Neck.

CALL ACCEPTED.—Rev. Thomas S. Weeks of the Christian Church of Skowhegan, Me., accepts the call from the Middle Street Christian Church of this city.

—Mr. C. F. Gardner, formerly with the McKay Sewing Machine Association of New Bedford, has been elected a member of the Society for the Encouragement of the Arts, Manufactures and Commerce of Great Britain, of which the Prince of Wales is president, a compliment seldom paid to an American.

WEDDING RECEPTION.—Mr. C. J. R. Carlson, well-known as the janitor of the High School, was married to-day to Mrs. Alice Brown, daughter of Mr. Abner T. Davis of this city, and this afternoon they held a reception in the High School hall, when a large number of invited guests tendered the happy couple their best wishes.

Police Officer Waters, whose resignation was accepted by the Board of Aldermen yesterday afternoon, has been engaged to teach a school at Burnettsville, Md.

ARRIVED HOME.—Mr. Fred P. Bliss, the shoe manufacturer of this city, whose discovery in Boston we announced yesterday, arrived home last evening in charge of Officer Wixon, whom the Chief of Police dispatched for him. Mr. Bliss was found sitting on a bench on Boston Common yesterday afternoon by an acquaintance, and the latter notified a relative, Mr. Gifford, employed in Boston. Mr. Gifford took charge of the deranged man, and notified the Chief of Police here.

Mr. Bliss looks neat, and has apparently received good care, and his watch and chain were all right. He did not once speak on the way to this city, so far as the officer remembers. It is thought he had about \$600 when he went away, and when found on the Common in Boston but about \$5 remained. It is thought the persons who had him in charge during the twelve days he was missed placed him on the Common after they had got tired of keeping him. He had on a clean shirt and collar when found.

Mr. Bliss, it is very evident, is suffering with a disordered brain. He does not recognize members of his family, and in some cases has said to friends, "It seems as if I had seen you before, but I cannot tell where or when."



BRENTON'S REEF LIGHT-SHIP.

Velocity of wind

0	Calm
1 to 2 m per h.	Light - Winds
3 to 5	Breeze
6 to 14	Fresh
15 to 29	Brisk
30 to 39	High
40 to 59	Gale
60 to 79	Storm
80 and above	Hurricane

b. Lombard.

C. Ashley. 1

Mr. "Bucknam" Parker

Waltham - Maxfield 1

F. A. J. ++

Martin L Hathaway 1

Miss Alice Johnson ++ 1

Miss Kittie Johnson 1

Lucy A. Durfee. +++++ 1

W. M. J. ++ 1

Mr. J. M. Bibber + 1

" J. Mosher

Peter Peterson

U. S. Johnson 1

R. A. S. ++

Sam'l Gleason

Mr. M. Lombard.

~~Sieboldt~~

John Brady

Alice Young

G. Thompson 1

Willis Hathaway ++

Address of

Mr. Henry S. Brightman
Standard Tool Co.
Cleveland
Ohio

W. O. L. L. L.

J. Flarity
No. 3. Tower street
Fall River
Mass

Genuine Article's

Tankee Whiting Soap. Man. by William & Co.
at Manchester. Conn.

MADE IN
ENGLAND
JAN 1852
Wm & Co

In this city, 6th inst., Clara E. wife of Thomas C. Holmans, and daughter of Vennus Jr. and Lydia E. Eldridge, aged 33 years and 15 days.

years.

In this city, 11th inst., Charles Sandford, aged 60 years 8 months and 1 day.
In Acushnet, 7th inst., Angie M. wife of Augustus White, aged 40.

THE CATCH OF THE FLEET.

Seb. J. A. Garfield, 26 days from the Arctic, arrived below San Francisco Thursday night with the news that bark Napoleon, of Edgartown, has been crushed in the ice and 22 lives lost, including Wilson A. Rogers of this city, first officer, and Thomas Pease, also of this city, third officer. The Gazelle, of San Francisco, was also crushed in the ice, but her crew was saved.

Mr. Rogers leaves a wife and one small child who live at No. 273 Kempton street. He was 35 years old. Mr. Pease was a colored man well known in this city. The captain of the Napoleon was Samuel P. Smith of Edgartown. The second mate is named Bumpus, who has been on the Pacific coast for a number of years, but is thought to belong in this vicinity. The fourth mate is James A. Macomber of Dartmouth. As neither of these officers are mentioned among the lost, it is to be hoped they were rescued.

The Napoleon was owned as follows: Capt. Smith 1-16th, J. H. J. Doane 1-16th, Alexander G. Myrick 1-16th, Homer Bros 1-16th, Capt. Jared Jernegan, of Edgartown, about 1/2, and 1-32d was owned by another party in this city, and the remainder in Edgartown. She sailed from this port July 12th, 1883, and on this last cruise left Honolulu March 14th, 1885, and was last reported with 50 barrels whale oil on board, having sent home 150 barrels sperm and 90 barrels whale oil. The crew was shipped last Fall at San Francisco. She is insured only to the amount of \$7000.

The Gazelle is probably insured in San Francisco.

The catch of the fleet in the Arctic regions up to the time of its leaving was 109 whales all told. Among the catches are the following:

- Bark Andrew Hicks, one whale.
- Bark Mabel, one whale.
- Bark Mars, two whales.
- Steamer Belvedere, four whales.
- Bark Lucretia, six whales.
- Bark John Carver, eight whales.
- Bark Mary & Susan, six whales.
- Ship Young Phoenix, clean.
- Bark Ocean, clean.
- Schooner Page, clean.
- Bark Fleetwing, nine whales.
- Bark Abram Barker, two whales.
- Bark Atlantic, one whale.

A dispatch from San Francisco reports the following whalers in the Arctic ocean up to July 1st, in addition to those reported above:
Steamers Balana, Smith, SF, 8 whales; Narwhal, Millard, do, 6 do; Orea, Hayes, do, 4 do; Thrasher, Bauldry, do, 4 do; Alliance, McKenna, do, 5 do; barks Reindeer, Baker, NB, 5 do; George & Susan, Knowles, do, 4 do; Ohio, Ellis, do, 4 do; Jacob A. Howland, Shockley, do, 4 do; Helen Mar, Colson, do, 4 do; Amethyst, Cooty, SF, 2 do; Bounding Billow, Ludlow, do, 2 do; Eliza, Gilley, do, 2 do; Francis Palmer, Brown, do, 2 do; Hunter, Gifford, do, 2 do; Wanderer, Thuman, do, 2 do; Dawn, Hickmott, do, 1 do; Northern Light, McDonald, do, 1 do; Sea Breeze, Baker, do, 1 do; Stamboul, Keenan, do, 1 do; Josephine, Lapham, NB, do, do; Arnolda, Marvin, do, 2 do; brig Hidalgo, Keenan, SF, 1 do. Some of the ships had not been seen for two or three weeks and may have more whales. The whales reported as having been taken were all caught outside of the Arctic.

The fleet of several vessels of which Josiah N. Knowles of San Francisco was captain, arrived here last week.

GERANIUMS IN THE WINDOW.—It is very care to see a well grown geranium in window culture. Even if the plants bloom fairly, they are often drawn up, mis-shapen things, not pleasing to look upon. In the majority of cases, plants that have been set out in the garden for the summer are allowed to grow as they please. The roots finding an abundance of rich soil, the tops grow off at a fearful rate. At the approach of cool weather the plants are taken up as they stood; if any cutting is done it is at the roots, to bring them within the limits of a pot, and the plants are placed in a window. As a consequence of such treatment, the majority of the leaves fade and fall, and show a lot of long, lanky stems, with a small tuft of leaves at the top. This condition of the plants is due either to a lack of knowledge or to timidity. Amateur cultivators, as a general thing, seem to fear to use the knife; could the plants suffer pain, they would not be more reluctant to cut. The proper method is, to prepare the plants for taking in long before the time for lifting them. It is not too soon to commence now. Of course each plant will have its own needs in this respect, and only general advice can be given. This much should be done: Cut the long stem in such a manner that the plant will form a low, rounded head, and remove altogether such branches as will make the head too much crowded. In this way, if the work is done now, the plant will be in fine form and good condition for early Winter blooming.

of the owner will find confirmation of their theory in the accident which gave him the name he has made famous. He had been christened Hiram Ulysses, but the congressman who procured his appointment, by mistake wrote him down as Ulysses S. Grant.

May 29	U. S. Grant	Long	Chin	32	✓
" "	Louis Packe	Lucas	"	29	✓
" "	J. Grant-Cameron	"	"	"	✓
" "	Paul S. Don	St. Louis	Mo	16	✓

FACSIMILE OF A PORTION OF THE REGISTER AT WEST POINT.

The authorities at West Point and the secretary of war were petitioned by the young cadet to correct the blunder, but no notice was taken of the request. Ulysses S. Grant had been recorded and Ulysses S. Grant he remained, the name now so world-wide in its fame having been bestowed through a con-

aven Thursday between the New Haven stranger and Louise, of the New Haven Yacht Club, the Vixen won, beating the stranger 30 seconds, and the Louise half an hour. Gen. Butler said 5th inst. that he believed the America can now be put into racing form that will give her a chance to beat any yacht of her class. Fitted for cruising, and with tons of stores on board more than she could carry in a race, she has been fully up to the average sailing of the fleet.

Water Board Meeting.

FRIDAY, Aug. 7.

The regular monthly meeting of the New Bedford Water Board was held this forenoon. Present—The Mayor, and Messrs. Wood, Howard and Kempton.

Bills were presented, examined, and allowed amounting to \$3841.38.

The following lines of main pipe were ordered laid, subject to the 6 per cent. proviso, as heretofore applied: On Borden street, from the present terminus south of Bay street, southerly, 36 feet; on Thompson street, from the present terminus west of County street west 115 feet; on Robeson street, from Cedar street west, 360 feet; on Warwick street, from Rockland street south, 230 feet.

Adjourned.

RIVER AND HARBOR IMPROVEMENTS.—

The report of Lieut.-Col. George H. Elliott, in charge of the improvement of harbors and rivers on the southern coast of Massachusetts and in Rhode Island and Connecticut, has been submitted to Gen. Newton. No work will be done during the present fiscal year on the improvement of Providence river and Narragansett Bay, Rhode Island. The sum of \$84,334 was expended during the past fiscal year and \$3419 remains available. The project contemplates a channel 25 feet deep and 300 feet wide, extending from Fox Point, Providence, to the deep water of Narragansett Bay, and an anchorage basin between Fox and Field's Points. It is estimated that

OR
make it a
and it is
to be
ink, to
you
ple
it.
O.

Joined Steamer City of Feb
in Fall River Dec '83 and
in Feb '83 commenced running
between New Bedford and
New York

H. C. Johnson

9 P. M. Mch. 1st, 1884.

John Brady

Compliments

J
Prof. Geo. E. Andrews
New Bedford
Mass.

June 25. 1882

Lat 29. 00 N.
Long. 71. 03 W.

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